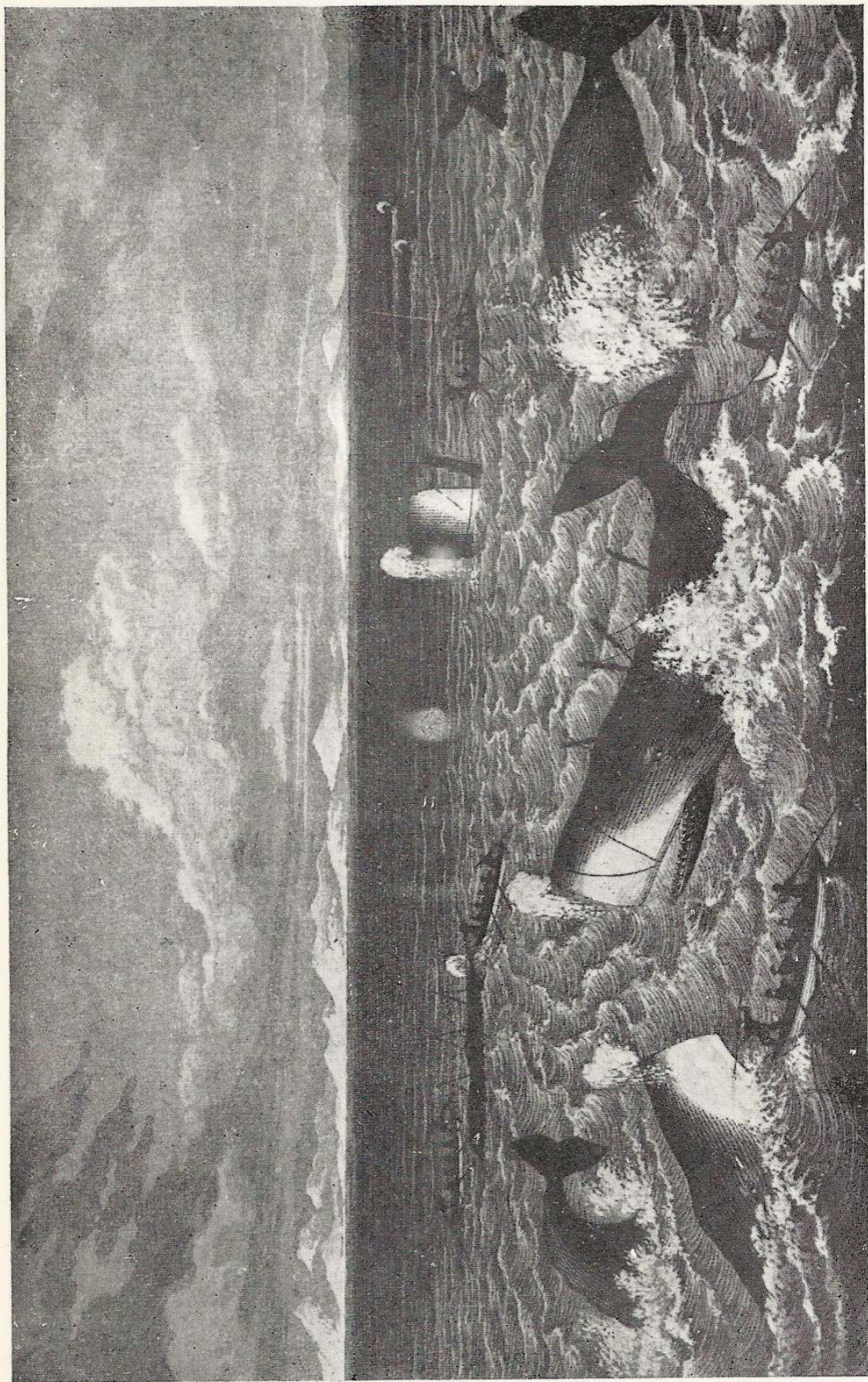




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THE WHALING JOURNAL
of CAPTAIN W. B. RHODES



WHALING OFF NORTH CAPE, NEW ZEALAND

[From J. S. Polack, *New Zealand*, 1838]

*The Whaling Journal of
Captain W. B. Rhodes*

BARQUE AUSTRALIAN OF SYDNEY

1836-1838

INTRODUCTION AND NOTES BY

C. R. STRAUBEL

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To the Memory of
ROBERT McNAB, M.A., LL.B., LITT. D.
1864-1917

PIONEER HISTORIAN OF WHALING IN
NEW ZEALAND WATERS

Contents

INTRODUCTION	xi
THE JOURNAL	
<i>Preparations at Sydney</i>	I
<i>Towards New Zealand</i>	4
<i>New Zealand towards Eoaa</i>	19
<i>Eoaa to the Kermadec Isles, the Three Kings and towards the Coast of New Holland</i>	31
<i>At the Bay of Islands</i>	49
<i>Bay of Islands towards Coast of New Holland, and thence towards the Friendly Isles and Vavaoo</i>	52
<i>Vavaoo towards the Kermadec Islands and the East Coast of New Zealand, and thence towards the Coast of New Holland and Sydney</i>	69
APPENDICES	
1. <i>Articles of Agreement</i>	87
2. <i>Owners' instructions: Cooper, Holt and Roberts to Captain Rhodes</i>	91
3. <i>List of Stores</i>	92
4. <i>Whaling Gear on board the 'Australian'</i>	94
5. <i>Prices of Slops to be Charged to the Crew</i>	95
6. <i>Signals from the 'Australian' to the Whale Boats</i>	97
7. <i>Monthly return of Provisions issued out on board the 'Australian', 1836</i>	98
8. <i>Owners' further instructions: Cooper and Holt to Captain Rhodes</i>	99
9. <i>J. R. Clendon to Captain Rhodes</i>	102

APPENDICES—Continued

10. Certificate of Captain Clapham	103
11. G. Powell to Captain Rhodes	104
12. Stores shipped at Bay of Islands	104
13. Survey of Bread	105
14. Bay of Islands account for Stores, etc.	106
15. Discharge of Seamen	108
16. Maori Seamen's Articles	108
17. Sperm Whale Oil Taken by the 'Australian'	109
18. Receipt for Whalebone	110
19. Account of Whale Oil and Bone	111
20. Trade with the Natives	112
21. The Crew of the 'Australian' 1836-1838	114
22. Ships mentioned in the Journal	116
Index	119

Illustrations

WHALING OFF NORTH CAPE, NEW ZEALAND	<i>Frontispiece</i>
	FACING PAGE
A PAGE OF CAPTAIN RHODES'S JOURNAL	xxvi
'CUTTING IN' A WHALE	28
TRYING OUT THE BLUBBER	60
HARPOONED WHALES BREACHING	92
THE TRACK OF THE AUSTRALIAN	<i>Endpapers</i>

Introduction

On 14 June 1836 Captain William Barnard Rhodes sailed from Sydney as master of the whaling barque, *Australian*, on a cruise to New Zealand and the islands of the Southwest Pacific from which he did not return until two years later, on 10 June 1838. The experiences of those two years—at a time when whaling in the Southwest Pacific was entering upon its most active period—are recorded in Captain Rhodes's journal of the cruise of the *Australian*, a matter-of-fact account of day-to-day events which yet conveys the spirit of a dangerous and arduous way of life. The journal contains also, however, important sections of more extended narrative, combining the interest of a record of personal adventure with that of documentation of notable contemporary events, such as the crusading wars of King George Tubou I of Tonga, the unrest at the Bay of Islands during the war between Titore and Pomare in 1837, the beginnings of whaling at Banks Peninsula, and the establishment of the first European settler at the Kermadecs. Overriding all this is the contribution of the journal to the general history of Southwest Pacific whaling and of the part taken in it by ships based on Sydney.

How widely even the Sydney whaleships of the period ranged in this pursuit of whales is well illustrated by Rhodes's cruise,¹ which took him first of all to Banks Peninsula on the east coast of New Zealand, and then to Tonga; thence to the

¹ See end-paper map.

Whaling Journal of W. B. Rhodes

Kermadecs and by way of the Three Kings to Lord Howe Island and back to northern New Zealand; from the Bay of Islands to New Caledonia, and, after sighting the Australian mainland, eastward again to Tonga; south from Tonga to the waters west of the Chatham Islands, and finally up the New Zealand coast, with a call for supplies near East Cape, and back to the northward before returning to Sydney. An incidental result of Rhodes's command of the *Australian* was that at the end of 1839 he returned to New Zealand to become one of the colony's most enterprising merchants and a founder of its pastoral industry.

Rhodes was born in 1807, the eldest son of William Rhodes of Epworth, Lincolnshire, later of Plains House in the Levels district of Yorkshire. He went to sea as a boy, and at the early age of 19 was second officer of the *Samdaney* on a voyage to China and India. After two further voyages to India and the Far East (one in the *Ann* and the other in the *Duke of Bedford*) he achieved his first command in 1831 as master of the barque *Harriet*, in which, through the assistance of an uncle, he owned a one-third share. A two years' trading cruise, which took him first to South America and then to Africa and India, was followed in 1833 by a voyage to New South Wales. Thereafter, the *Harriet* was based on Sydney, her first voyage from that port being in 1834 to the Cape of Good Hope, when she was under charter to C. Ebden, and carried as cargo 250 pure-bred Merino rams and ewes from the flocks of William Riley, of Raby, and John Macarthur of Camden. Thereafter Rhodes made several short voyages on the Australian coast and also some longer ones to Java and China.

Early in 1836 Rhodes sold the *Harriet* to the brothers G. Weller and E. Weller, who proposed to use her for whaling

Introduction

off the New Zealand coast. The reasons for the sale are not clear, but it is apparent that Rhodes had become impressed with the financial prospects of pastoral farming in New South Wales, for he invested his share of the proceeds of the sale and of the ship's earnings, in land and a flock of 600 sheep and 53 cattle, and appointed an agent to care for them. This was done, however, only after repaying his uncle, William Heaton, to whom he wrote:

'I am aware you only advanced the money originally to set me a-going in the world, and the talent you gave me has not been buried in the earth, but kept moving, and by industry has doubled more than once. I feel indebted to you for what I have scraped together, and it is impossible for me to express my thanks commensurate with the dictates of my heart.'²

Although he had acquired these pastoral interests, and had invited his brother Robert to come out from England and join him, Rhodes appears to have found it difficult to leave the sea when another command was offered him. In April 1836, Messrs. James Holt and Richard Roberts, of the Sydney firm of Cooper, Holt and Roberts, invited him to take command of the barque, *Australian*, on a whaling cruise to New Zealand and adjacent waters, which at first was contemplated as lasting not more than one year. The appointment was unusual. Rhodes carried a high reputation as commander of a trading vessel, but to appoint as master of a whaleship a captain who had no experience whatever of the very specialized craft of whaling was a considerable and hazardous departure from the customary procedure of whaling firms. Most whaling captains graduated to command through the steps of boat-

² Quoted in *George Rhodes of the Levels and His Brothers*, by A. E. Woodhouse.

Whaling Journal of W. B. Rhodes

steerer (harpooner) and ship's officer, the process usually occupying a number of whaling voyages.

The owners of the *Australian* were not newcomers to the whaling business. Cooper, Holt and Roberts were the successors to the firm of Cooper and Levy, one of the oldest of Sydney whaling firms. Daniel Cooper, the senior partner, had come to Australia originally in 1801 or 1802 as second mate of the *Margaret*, and thereafter for thirty years had been well known at Sydney, first as master and later as owner of vessels engaged in sealing, in flax and timber trading, and in whaling on the New Zealand and Australian coasts and in adjacent waters. It was William Wiseman, master of one of this firm's ships, who during the eighteen-twenties named the two northernmost harbours of Banks Peninsula, 'Port Cooper' and 'Port Levy' in honour of his owners. Cooper, no longer a young man, appears to have returned to England not long before 1836. Possibly the partners remaining in Sydney lacked Cooper's expert knowledge of the requirements of whaling, and in making this appointment to command of the *Australian*, allowed themselves to be influenced by the fact that Rhodes was willing to invest £150 in the venture. Whatever may have been the reasons for the appointment, Rhodes's own journal makes it clear that during the cruise of the *Australian*, his lack of whaling experience caused constant difficulty with his crew and even with some of his officers.

The *Australian* was a barque of approximately 265 tons, built by John Grono on the Hawkesbury River. At the time of her launching, on 21 March 1829,³ it was recorded that

³ *Sydney Gazette*, 2 April 1829. For subsequent movements of the ship the references are: *Sydney Gazette* 3 Sept. 1829, 31 Dec. 1829, 22 February 1831, 27 August 1831, 31 March 1836, 11 Oct. 1838, 15 Sept. 1840; also manuscript reports of vessels arrived (Mitchell Library).

Introduction

she was the largest ship built in the colony of New South Wales, that she was owned by Messrs. Cooper, Levy and Grono, and that Grono had been occupied for more than two years in building her, 'all her timbers [being] the growth of the Colony, and all cordage and rigging our own manufacture'. She was intended specially for the whaling trade. She left Sydney on a sperm whaling voyage, commanded by Captain Cattlen, on 29 December 1829, returning on 21 February 1831 with 194 tons of sperm oil. On her second voyage, under the same master, she left Sydney on 3 September 1831, returning on 1 March 1833 with 80 tons of oil. She next sailed to Mauritius, under Captain Gourmand, leaving on 10 November 1833, and returning on 27 June 1834 with a cargo of sugar and wine. Her fourth voyage was again a whaling cruise. She sailed on 18 November 1834, under Captain Swindles, returning on 18 February 1836 with 1300 barrels (163 tons) of sperm oil. After this fourth voyage she was reported at the end of March as being sold to William Hutchison, but the sale was apparently not completed, for in the agreement with Rhodes, dated 18 April 1836, Cooper, Holt and Roberts are described as owners.

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Rhodes was directed in this agreement to engage only in whaling for right or black whales, but by his final instructions two months later he was authorized, should the prospects of black whaling not prove to be good, to go further afield and engage in sperm whaling. The reasons for this variation in instructions lie in the change in the time of departure and in the differing habits of the two kinds of whale then hunted by Pacific whalers. Right whales, usually called black whales

Whaling Journal of W. B. Rhodes

because of their colour,⁴ had regular migration routes which took them during the winter months into comparatively shallow waters along the coasts of Tasmania, the Australian mainland and New Zealand. That these whales were to be found in large numbers all along the east coast of the South Island of New Zealand appears not to have been discovered until after 1830. The fact that the female whales sought sheltered waters in which to calve made them easy prey along the coasts of Tasmania and the South Island of New Zealand, particularly near the harbours of Otago Peninsula, Banks Peninsula, and Cloudy Bay. The pursuit in coastal waters of black whales was known as 'bay whaling' and the procedure followed was for the ships to lie at anchor in a convenient harbour or bay, sending out their boats to cruise in nearby waters for 'fish'. The whales when caught were towed back to the ships to be 'cut in' (*i.e.* to be stripped of their blubber) and their blubber was then 'tried out' or rendered down in the try-works, which comprised a set of large cauldrons or try-pots set in brickwork on the deck of the ship. An alternative (and very ancient) form of bay whaling involved the establishment of a station on shore, from which the boats were sent out, and at which was erected the equipment necessary for cutting in and trying out. The shore station had the advantage of not requiring the constant attendance of a ship. Black or right whales, of which the females grew to 40 ft. in length and the males to 60 ft., yielded oil of lower value than that of sperm whales, but more of it in proportion to their bulk, and, in addition, they provided the then valuable baleen or whale-bone—horny and fibrous processes in the mouths

⁴ The oil of right whales was usually called 'black oil', not because the oil itself was black, but because of the colour of the whales producing it.

Introduction

of the whales—at that time much in demand for such uses as the making of combs and of stiffeners for clothing.

Sperm whales, on the other hand, frequented the open sea and were found in warmer waters. For sperm whaling the ship kept cruising until whales were sighted, at which the boats were lowered and the ship stood off and on until a catch was made (or, more often, until the boats returned unsuccessful). Any whales taken by the boats had to be towed to the ship, which then hove to while the processes of cutting in and trying out were completed. Sperm whales, which were up to 65 ft. long, yielded no whale-bone, but carried a quantity of the especially valuable spermaceti oil in the case (part of the head). This oil quickly hardened into a wax from which the finest kinds of candles were made. Three other kinds of whales are mentioned by Pacific whalers—hump-backs, fin whales (or fin-backs) and blue whales. Of these only hump-backs, similar in size to right whales but much tougher fighters, were taken. The giant fin-backs and blue whales usually travelled too fast for the boats, and even if harpooned were too strong to be held by the whaling gear of the period.

The black whaling season on the east coast of the South Island of New Zealand began in April and lasted until September. To have arrived at the whaling grounds at the beginning of the season, Rhodes would have had to leave Sydney early in April. His ship, however, was in the hands of the carpenters for repairs, and he was unable to get away until mid-June, with the result that the black whaling season was half over before he reached the New Zealand coast. There was little prospect that he could fill his casks with oil before the season ended, and it was for this reason that his June instructions provided for the alternative of sperm whaling.

Whaling Journal of W. B. Rhodes

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Although the bay whaling off the eastern New Zealand coast, to which Rhodes was directed, was a fairly new development, dating from about 1829 at Cloudy Bay and only from 1835 at Banks Peninsula, whaling in Australian and New Zealand waters already had a long history. As early as 1791 the fleet of ships chartered to transport convicts and stores to New South Wales included several whaleships. On completion of their charters at Sydney these ships were to cross to the Peru whaling grounds—the only known Pacific grounds then open to British whalers. The East India Company's monopoly, which had closed the whole of the oceans from the Cape of Good Hope to Cape Horn to all but His Majesty's ships and those of the Company, had been partially lifted in 1786, but only to the extent of permitting specially licensed ships coming by way of the Cape of Good Hope to work as far east as Durban, and others coming round Cape Horn to engage in whaling on the coasts of Peru and Chile. A further amendment in 1788 extended the limits from the Cape of Good Hope as far east as 51° E. and from Cape Horn as far west as 180° , with the equator as the northern limit in each case, but even after these changes Australia and New Zealand remained within the closed waters of the monopoly.

Nevertheless, the whaleships in the Sydney transport fleet of 1791 sighted so many whales along the Eastern Australian coast, and were so encouraged in their enterprise by Governor Phillip, that as soon as their cargo could be discharged five of them set out from Sydney to cruise for whales in nearby waters. They met very stormy weather, however, and although

Introduction

they saw an abundance of whales they were able to capture very few of them. Within a few weeks all the ships returned to Sydney, and the attempt at whaling on the Australian coast was abandoned. The ships then sailed across the Pacific to Peru: one of them interrupted her voyage to call at Doubtless Bay, north of the Bay of Islands, but she apparently did no whaling there. In December 1792, the *Britannia*, one of these five original whaleships, which had returned to Sydney, and which had a trading licence from the East India Company, left a sealing gang at Dusky Sound, in the far south of New Zealand, before proceeding to the Cape of Good Hope.

Thereafter, until 1798, although other whaleships were included in the fleets taking convicts and stores to Sydney, they went on either to China under charter to the East India Company, or across the Pacific to Peru, apparently without engaging in whaling in Australian or New Zealand waters. In 1798, however, the Company's monopoly was further reduced, so that below 15° south latitude, the whole of the oceans from the Cape of Good Hope to Cape Horn were open to whalers. At last it was permissible for whalers to operate in Australian and New Zealand waters.⁵

From 1798 the Sydney records began to include references to whaleships leaving for 'the coast' and 'the fishery' and

⁵ The successive stages by which the monopoly was reduced and sectors of the southern oceans were opened to whalers, were: 1786, by Cape Horn to 50° west of Cape and up to equator, and by Cape of Good Hope to 15° east of Cape and up to 30° S. (26 Geo. III, c. 50); 1788, by Cape Horn west to 180° and north to equator, and by Cape of Good Hope east to 51° E., and north to equator (28 Geo. III, c. 20); 1793, by Cape Horn, the northern part of the Pacific above the equator and west to 180° (33 Geo. III, c. 52); 1798, by Cape of Good Hope, east to 180° , but not north of 15° south between 51° E. and 180° (38 Geo. III, c. 57); 1802, up to 1° N. between 123° E. and 180° (42 Geo. III, c. 18). See also 43 Geo. III, c. 90, 51 Geo. III, c. 34, and 53 Geo. III, c. 155.

Whaling Journal of W. B. Rhodes

returning with whale oil. One ship, the *Cornwall*, sailed for New Zealand in August, 1798, but she did not return to Sydney. By 1801 Governor King was able to report that three whaleships had sailed for England with full cargoes of oil, and that six others were 'still on the coast and off the north end of New Zealand'. It was not until February, 1803, that any whaleships were recorded as coming to Sydney after fishing on the New Zealand grounds. These were the *Greenwich* (15 February, 1803), the *Venus* (6 April, 1803), and the *Alexander* (31 May, 1803).⁶ All three of these ships had apparently been whaling in the latter part of 1802 on the grounds north-east of New Zealand, having sailed direct from England and not by way of Sydney. On these facts, the beginning of New Zealand whaling can be dated from the seasons of 1801 and 1802. From about 1804 the Bay of Islands began to be used as a place of refreshment by whaleships operating on the ground north-east of New Zealand. At this time also, the first American whaleships—the forerunners of the very large numbers that dominated Pacific whaling in the eighteen-thirties—began to appear off the Australian and New Zealand coasts, although very few of them called at Sydney.⁷ An American sealer, the *Fanny*, sailed through Bass Strait early in 1802, and another American ship, the *Union*, was sealing off the coast of South Australia in 1803. Within two or three years, however, the number of American ships engaged in sealing and whaling in Australian waters was causing alarm.

⁶ The master of the *Alexander* was Robert Rhodes, who, however, does not appear to have been in any way connected with William Barnard Rhodes.

⁷ The *General Boyd*, which sailed from Sydney for the fishery in July, 1801, is generally claimed to have been the first American whaleship at Sydney, but it is very doubtful whether she can be described as American, for although she was American-built, she was under British registry.

Introduction

to the New South Wales authorities, who regarded their intrusion as threatening the only local industries producing commodities for export.

For the next twenty years the growth of whaling in the Australian and New Zealand segment of the Pacific was steady but not spectacular. The number of whaleships reported in these waters rose from eight in 1801 to sixteen in 1805, and to eighteen in 1808. The total may have remained the same up to 1812, when the war between Britain and the United States of America kept American whaleships off the seas. Only five whaleships were reported in these waters in 1812. After the war there was a quick recovery, and by 1820 the trade was beginning to assume fairly large proportions, no fewer than fourteen whaleships then being reported at the Bay of Islands alone.

Meanwhile a notable development in whaling was taking place in Tasmania. With the establishment in 1803 of the new settlement on the Derwent, it had been discovered that the right whale abounded on the Tasmanian coast, which was particularly favourable to bay whaling. The first shore station was established at Ralph Bay in 1806. Thereafter, until about 1829, bay whaling was the main form of the industry practised in Tasmania, and although the number of whales taken began to diminish steadily after 1830, bay whaling continued to be profitable there until about 1840.

From Sydney there does not appear to have been any attempt to develop shore-based whaling until about 1828. New Zealand bay whaling also began at this time. In 1827 John Guard established himself on shore at Te Awaiti, but the first oil shipped to Sydney from this station appears to have been from whales taken in 1829. Slightly to the south of Te Awaiti, at

Whaling Journal of W. B. Rhodes

Cloudy Bay (Port Underwood) Australian whaleships were bay whaling in 1830, one of these ships having a party established on shore, while in the far south during the same year another station was working at Preservation Inlet, Foveaux Strait. In 1831 no fewer than three shore stations were working at Cloudy Bay, while in 1833 the first whales were taken by a shore station established on Otago harbour. At Banks Peninsula bay whaling appears to have begun in 1835, but the first shore station, at Peraki, was not established until 1837. The owners or managers of these New Zealand shore stations—Guard (Te Awaiti), Bunn and Williams (Preservation Inlet), Mossman (Cloudy Bay), and the Weller Brothers (Otago)—were all Sydney men. Shore whaling stations in New Zealand have a special interest apart from their whaling activities because many of them, or the land purchases made from the Maoris by their owners, became originating points of permanent European settlement.

On the New Zealand coast, Cloudy Bay was from 1831 to 1837 the centre of the ship-based form of bay whaling, but from 1837 it was rivalled by the Banks Peninsula harbours, first by Port Cooper and later by Akaroa. The year 1836, in which Rhodes took the *Australian* to Port Cooper, was the first in which that harbour was visited by more than one or two whaleships.

From this it appears that the beginning of the eighteenthies ushered in a new period in Southwest Pacific whaling. Sperm whales were becoming less plentiful, but the discovery of an abundance of right whales on the coast of the South Island of New Zealand, well away from the Bay of Islands and the waters north-east of the Bay of Plenty which had hitherto been the main resort of whalers in New Zealand

Introduction

waters, had given the industry a new impetus. A feature of this new phase was the building or fitting out, mainly at Sydney but also at Hobart, of a considerable number of Australian-owned whaleships. J. D. Lang noted in 1834 that whereas in 1826 only five or six Sydney-owned vessels were engaged in the whaling trade, by late 1830 the number had grown to twenty-six. The *Australian* herself, as already noted, belonged to this group of ships, being Australian-built and Australian-owned.

The lack of a complete series of shipping records for the Bay of Islands, which appears in the eighteen-thirties to have been the resort of at least eight or ten times as many whaleships as visited either Sydney or Hobart, makes it difficult to obtain a clear picture of the very considerable extent of Australian and New Zealand whaling for this period. The records that are available, however, show that in 1833, when seven whaleships called at Hobart, forty-two called at the Bay of Islands. In 1836, only eight called at Hobart but at the Bay of Islands no fewer than ninety-two (forty American, twenty-one British, twenty-six from Sydney, three from Hobart and two French). Even these figures do not give a final indication of the number of ships in these waters, for many American vessels cruised for two years or more without calling at any colonial port, specifically avoiding harbours where they were liable to pay port dues, and obtaining supplies of pork and vegetables from the natives of the Tonga or other island groups, or from the Maoris at various bays in the southern parts of New Zealand. For example, while fifty-two American whaleships are listed by name as calling at the Bay of Islands in 1839, no fewer than twenty-eight others were spoken in the bays and along the coast of the South Island, giving a total of eighty American

Whaling Journal of W. B. Rhodes

whale ships in New Zealand waters for that year. Add to this Australian, British and French ships, and the final total for New Zealand alone in that year is certainly more than 150 whaleships.⁸

It is not generally realised how large a proportion of the total American whaling fleet was in New Zealand waters in the late eighteen-thirties. If reasonably complete figures were available for Samoa and Tonga, the eastern Australian coasts, and New Caledonia, as well as for New Zealand, an even more remarkable picture for the Southwest Pacific would almost certainly emerge. In 1833, out of a total of 183 whaleships clearing from American ports, just under half went to the Pacific, and of these only seventeen were reported in New Zealand waters. In 1836 the total clearances were 186 ships, with only seventy-five clearing specifically for the Pacific, but of these at least fifty-six called at New Zealand. In 1839, out of 131 ships clearing for the Pacific, eighty came to New Zealand. The numbers appear to have been about the same in 1840, but after that year fewer American ships called at the Bay of Islands, probably because New Zealand was now British territory, and the Bay was no longer a free port.

At this time also the attention of whalers was being turned more to the northern Pacific. Yet it is apparent that in the early eighteen-forties large numbers of American whaleships

⁸ References to the number of ships engaged in Southwest Pacific whaling, as given here and on other pages, are derived from the collation of information given in the following sources: R. McNab, *Murihiku, Old Whaling Days, From Tasman to Marsden*, and *Historical Records of New Zealand*; *Historical Records of Australia*; *Sydney Pocket Almanac* (to 1820); R. A. A. Sherrin and N. H. Wallace, *Early History of New Zealand*; W. S. Towers, *History of the American Whale Fishery*; *Votes and Proceedings of the Legislative Council of New South Wales, 1833-39*, and m/s dispatches of J. Busby to Colonial Secretary, New South Wales, 1833-39.

Introduction

continued on the New Zealand coast and in Australian waters. In 1842, for example, no fewer than ten American ships called at Akaroa on Banks Peninsula and twenty-one at Hobart, there being no overlapping between the two lists. One report states that in 1842 no fewer than 100 whaleships were on the Australian coast, although this figure is not supported by the port records. A fleet of sixteen French whaleships was on the New Zealand coast in 1838, the same number being reported again at Akaroa in 1842, when six other French ships called at Hobart.

The development of the whaling trade during the eighteenthirties, and its importance in the commerce of New South Wales, is also illustrated by the Sydney trade returns showing exports of whale oil. Whereas in 1830 the total was just over 1800 tons, in 1835 and 1837 it was over 4000 tons (1836 was a bad year with 2800 tons), and in 1840 it reached a total of over 6000 tons. At the same time there was a significant change in the nature of the trade. While in 1833 sperm oil totalled 3183 tons, in that year black oil was only 420 tons. From 1836 black oil predominated, and in 1840 black oil totalled 4297 tons and sperm oil only 1854 tons.⁹ Yet this was a turning point. Within five years the combined total of sperm and black oil had dropped to 1300 tons, the greater part of this being sperm oil, the black whale having been so reduced in numbers as no longer to be important.

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This then is the background of the whaling industry into which Rhodes entered in 1836. Two months having been spent in getting his ship ready for sea, he left Sydney finally

⁹Report quoted by R. Montgomery Martin, 1851, in *The British Colonies*, Vol. ii, *Australia*, p. 543.

Whaling Journal of W. B. Rhodes

on 14 June 1836, and after some difficulty with his crew on the voyage across the Tasman, arrived at Port Cooper on 16 July. There he found six ships¹⁰ at anchor, and, apparently considering this harbour too crowded, moved next day to the adjacent harbour of Port Levy. Although whales were plentiful Rhodes was in constant trouble with his crew, the men being inclined to refuse duty at the slightest provocation, apparently being encouraged in their insubordination by the third officer of the ship. The men's attitude appears to have been based on their fear that Rhodes's lack of whaling experience might result in a small catch of whales and consequently in a low return for themselves, for, in accordance with whaling custom, they received no weekly or monthly wage, their remuneration (and also that of the officers) being defined as a 'lay' or stated proportion of the catch.¹¹ At one stage they demanded that the chief mate, Powell, should be 'whaling master' of the ship, which meant in effect that Rhodes should be merely 'sailing master'. Ultimately Rhodes was compelled to call a committee of captains to enquire into the state of his crew, and on their recommendation on 8 September, the third mate and seventeen of the crew were sent on shore.¹² Much valuable time had been lost during the dispute, and being left with half his

¹⁰ Among these ships was the *Bee* (Captain Hempelman) whose log records Rhodes's arrival on 15th and 16th July. Rhodes's own log reference stating his arrival at Port Cooper on 16th July settles a long-disputed point concerning the harbour from which the *Bee* was whaling in 1836.

¹¹ From the ship's account book it appears that the lays observed on the *Australian* were: master, 12th; chief mate, 28th; second mate, 48th; third mate, 75th; fourth mate, 80th; cooper, 50th; carpenter, 65th; cooper's mate, 100th; carpenter's mate, 120th; boatsteerer, 100th; able seaman, 120th; ordinary seaman, 180th; steward, 110th.

¹² There was no European settlement at Port Cooper at this time, but the men sent on shore were certain to find places on one or other of the six ships then in harbour.

Introduction

crew, Rhodes could no longer man sufficient boats to justify remaining for the last month of bay whaling. Accordingly he sailed for Cloudy Bay to recruit enough men for sperm whaling.

Although he was a newcomer to whaling, Rhodes's journal shows that he set out to acquire experience as quickly as possible. Most ships of the size of the *Australian* manned up to four 24-ft. whaleboats, each carrying five men and an officer who steered the boat with the steer oar. The harpooner rowed the bow oar, which was shipped when nearing a whale. When a whale had been harpooned and it came to a standstill, usually after a long struggle, the boat was brought close in and it was then the duty of the officer to replace the harpooner in the forward position and to kill the whale by driving a lance to its heart. Throughout the cruise Rhodes performed an officer's traditional duties in command of his whaleboat, which achieved as good a record as any of the others. He actually killed four sperm whales and possibly an equal number of right whales.

From Cloudy Bay, Rhodes sailed to the whaling grounds north-east of New Zealand. Although he looked for them, he missed the Kermadecs and arrived at 'Eua, in the southern part of the Tonga group, having taken only two whales on the way. After an incident with the natives which might have been dangerous, and in which he and another captain were briefly held to ransom by the chief, he sailed to Ata, southernmost of the Tonga Islands, and there obtained fruit and vegetables, and noted that only the more fortunate whaling masters were provided with wives by the natives. Then he sailed south to Sunday (or Raoul) Island in the Kermadecs, on which a settler named James Read (or Reid) with his Maori wife, three

Whaling Journal of W. B. Rhodes

children and two Maori youths, had settled only six weeks previously. With them were six deserters from a whaleship. Read planned to grow vegetables to supply visiting whalers. Rhodes's description of this first attempt at settlement on the island is probably the earliest detailed account of it.

Not until the ship had been to the north cape of New Zealand, thence to Lord Howe Island and close to the Australian coast, and then was on its way eastward again, was another whale taken—after an interval of four months. Two more were taken before the *Australian* reached the Bay of Islands on 13 April 1837. Here Rhodes proposed to prepare for another season of bay whaling and to send the oil already taken to Sydney by another vessel. However, the crew insisted that if the oil were taken out of the ship they should be paid their share immediately, and the oil remained in the *Australian*. The Bay of Islands at this time had a fairly permanent European population of 500 people, and in addition a floating population of 100 to 300, largely comprised of runaway sailors.¹³ During Rhodes's stay at the Bay, a war between two leading Maori chiefs, Titore and Pomare, resulted in great alarm among the European settlers. At least one house was plundered by the Maoris, and Rhodes landed two boats' crews to protect the property of a leading merchant of the Bay, Captain J. R. Clendon,¹⁴ who was acting as agent for Cooper, Holt & Roberts. With constant desertions of his men, who yielded to the attractions of the Maori girls and the grog shops, Rhodes was unable to make up his crew to sufficient strength to go right

¹³ J. Busby, despatch to Colonial Secretary, New South Wales, 8 January, 1836.

¹⁴ J. R. Clendon was consul for the United States at the Bay of Islands, 1838-1842.

Introduction

whaling, and, after taking on two Maori seamen, sailed again for sperm whaling on 12 May 1837. This cruise from the Bay of Islands took Rhodes to the whaling grounds at the southern end of New Caledonia and to within sight of the Australian coast at Sandy Cape, near the present town of Bundaberg. Thence, by way of Walpole Island, he sailed eastward again to Vavau in the northern part of the Tonga Islands. Here Rhodes was astonished to be met by a native harbourmaster, presenting a demand for port dues in the name of King George Tubou I. This remarkable chieftain, originally ruler of Ha'apai—the central portion of the Tonga Islands—had recently assumed control of the Vavau group. He was a zealous convert of the Wesleyan missionaries, and at the time of Rhodes's visit was engaged in a war against Tongatabu with the dual purpose of extending his territories and of gaining further converts to Christianity by force of arms. Tubou's blood-thirsty campaigns of conquest, undertaken in the guise of 'converting the heathen' were among the more unfortunate results of missionary impact on the natives of the Pacific. Remarking on the brutality of the campaign, which was about to be renewed at the time of his visit, Rhodes writes:

'It appears there is a party in that island (Tongatabu) who will not put themselves under the yoke of the missionaries. They are called the Devil's Party. His Majesty is determined if they will not be converted to exterminate them. During the late war, old men, women, children and women with child, have been massacred in cold blood. . . . The King is now actively preparing for another visit to Tongataboo to convert the heathen. He is a local preacher as well as a great warrior, and an extremely sensible and clever man. It is a great shame that he should be led to such excesses through a mistaken religious zeal.'

Whaling Journal of W. B. Rhodes

Rhodes sailed south again, and on calling at Sunday Island found the settler, Read, very short of food, his crops having failed for want of rain. A second European settler had now established himself on the island. Thence Rhodes continued southwards, his course taking him ultimately between the Chatham Islands and Banks Peninsula. Here in the south he had little success, and then turned to the north again without calling at any harbour. At the East Cape, somewhere near Te Araroa, he called in at a place which he names 'Ka-ki-ki-ca' and obtained supplies of potatoes and pork from the Maoris. A misunderstanding at a time when large numbers of Maoris were on board caused some anxiety, but the trouble was resolved without bloodshed and Rhodes sailed again to the northward. His journal ends ten days later with the entry for 6 March 1838, when the *Australian* was again nearing the Kermadecs.

The cruise of the *Australian* continued for another three months before she returned to Sydney. The record of ships arriving on 10 June, 1838, as published in *Sydney Gazette*, includes the following: 'From the Whale Fishery, same day, the brig, *Australian*, 365 tons, Captain Rhodes, with 720 barrels of sperm, and 430 barrels of black oil.' For a voyage lasting two full years, the amount of oil taken was not large—not even as much as was originally expected from a one-year cruise. This was offset, however, by the fact that two-thirds of the catch was sperm oil, worth from three to five times as much as black oil. Of twenty-six whales taken eleven were right whales and fifteen were sperm whales.

The value of the oil and bone taken by the *Australian* in these two years is not easy to determine. Rhodes himself, in a rough notebook kept during the cruise, gives two sets of

Introduction

figures. The first set apparently defines the values for oil and bone agreed upon when the crew signed on at Sydney. It was the custom for values to be announced at this stage and for the 'lay' or proportion of the catch due to each man to be calculated in terms of these original values at the end of the cruise, even though market prices might by then have changed. The defined values for the crew of the *Australian* appear to have been: black or right whale oil £13 per ton; sperm whale oil £30 6s. 8d. per ton; whalebone £50 per ton. On these values the total was £3,418, this being the figure from which the lays of all the men who were with the ship for the full two years appear to have been calculated. The values of the lays for men employed during only part of the cruise were calculated in relation to the quantity of oil and bone taken while they were actually serving on the ship. Another set of figures which, from the quantities of oil stated, appears to have been worked out near the end of the cruise, values black oil at £10 per ton, sperm oil at £50 per ton, and whalebone at £100 per ton. In these figures the value of the total catch is set out as £5,149 10s. of which £450 was contributed by black oil, £212 by whalebone and £4,487 10s. by sperm oil.¹⁵

The financial return to officers and men for the two years' cruise, as revealed by the ship's accounts, does not appear large. They were provided with rations, but the value of any cash advances, or supplies of tobacco, clothing, footwear, etc. obtained from the ship's stores during the cruise were deducted from the amounts due to them under the lay system. The captain's lay was worth £285, the chief mate's £122, the second mate's £71 4s., the cooper's £62 and an able seaman's £28 8s. After deductions had been made the amount of cash

¹⁵ See appendix 19, page III.

Whaling Journal of W. B. Rhodes

actually received by these officers and men was much less: chief mate £77 12s., second mate £43 17s., cooper £39 2s., able seaman £15 1s. 6d. These figures relate only to those who completed the whole voyage.¹⁶

No fewer than fifty-seven men served in the *Australian* during her two year's cruise. Of the four officers and twenty-five men with whom Captain Rhodes left Sydney in 1836, only three officers and seven men remained in the ship when she returned there in 1838. One officer and sixteen men were sent ashore after mutiny at Port Cooper only three months from the beginning of the cruise. One man was taken on at Port Cooper, staying with the ship to the end and becoming third mate. Thirteen men were taken on at Cloudy Bay, but of these only one European and three Maoris were still with the ship at Sydney, eight of them deserting at the Bay of Islands and one being sent there from Tonga when he became ill. Two of the Sydney men, also, were discharged sick at the Bay of Islands. Eight new men were shipped at the Bay of Islands (four of them Maoris), two at Sunday Island and two at Vavau. One of the Europeans shipped at the Bay of Islands deserted at Vavau, and a second exchanged for a man from another whaler when the *Australian* was nearing the end of her cruise. Seven Maoris (always described in the ship's books as 'New Zealanders') were among the crew paid off at Sydney, one of these having been a boatsteerer or harpooner.

§

With the return of the *Australian* to Sydney, Rhodes ceased to engage in whaling. In October 1838 the ship set out on

¹⁶ Details for all the crew are set out in appendix 21, page 114.

Introduction

another two years' whaling cruise, but this time she was under the command of Captain Underwood. In 1839, however, Rhodes entered into a new partnership with Cooper and Holt, transferring some of his pastoral interests for a one-third share in a venture for the purchase of large areas of land from the Maoris and for the establishment of cattle stations and trading stations in New Zealand. With the expectation that before very long large numbers of settlers would be coming to New Zealand, the business community of Sydney was engaged in a rush to acquire title to land in New Zealand. For a few blankets, muskets or gunpowder and a little cash, Maori chiefs could be induced to sign deeds purporting to give title to scores of thousands of acres of land. One such deed (Wentworth's) covered almost the whole of the South Island. Cooper, Holt and Rhodes bought the brig, *Eleanor*, acquired Maori title deeds from several parties (including one from Captain Leathart covering Akaroa Harbour and most of Banks Peninsula), and loaded the ship with trading goods and 30 or 40 head of cattle. Rhodes took the ship first to Kapiti Island in Cook Strait, there completing a form of purchase of that island with Te Rauparaha and Te Rangihaeata and other chiefs, and left a stockman in charge of cattle already running on the island, these having been sent over by Cooper some years earlier. Here also he established a shore whaling station to be managed by Thomas Wright. From Kapiti Rhodes went to Akaroa, where he landed his cattle on 10 November 1839 at Red House Bay, leaving in charge of them two stockmen (one of these, William Green, being accompanied by his wife). This was the first cattle station to be established in the South Island. It was the starting point of the pastoral interests of Rhodes (and later his brothers) in this part of New Zealand.

Whaling Journal of W. B. Rhodes

Turning northwards again, Rhodes set up a trading station at Cloudy Bay, and then proceeded along the east coast of the North Island, entering into arrangements with several Maori chiefs for the purchase of lands totalling more than one million acres, and comprising most of the coastal districts of Hawkes Bay from Table Cape to Cape Turnagain. During 1840 he established trading stations at several points along this coast to reinforce his firm's title to the land. When all land claims were investigated subsequently by the Land Claims Commissioners appointed by Governor Hobson, most of these vast claims were set aside, the claimants receiving only a few thousand acres of land, the awards made being in proportion to the amount of money they could prove had actually been spent in making their purchases.

Thereafter, Rhodes made his headquarters in Wellington, becoming one of the leading merchants of the town. His brothers, Robert Heaton Rhodes and George Rhodes, joined him in New Zealand, first of all managing his Banks Peninsula properties. As partners, the three brothers acquired large pastoral lands in Canterbury. In the North Island, also, Rhodes's pastoral interests were very extensive. From early in the eighteenthies, Rhodes took a leading part in importing sheep from Australia to meet the needs of the newly-arrived New Zealand settlers. In view of the subsequent development of the Corriedale breed, it is interesting to note that one of his advertisements, of July 1842, advocates the Leicester-Merino cross as the ideal dual-purpose sheep. Among the commercial activities in which Rhodes took part were the establishment of the New Zealand Shipping Company, the Bank of New Zealand, and the New Zealand Insurance Company. He was a member of the House of Representatives from 1853 to 1866, of the

Introduction

Wellington Provincial Council from 1861 to 1869, and of the Legislative Council from 1871 until his death on 2 February 1878.

Rhodes was married first in 1852 to Sarah King, daughter of a Wellington solicitor, and secondly in 1869 to Sarah Anne Moorhouse, sister of William Sefton Moorhouse, Superintendent of the Province of Canterbury. His only descendants, however, are members of the Rhodes-Moorhouse family, his half-Maori daughter, Mary Ann, having married Edward Moorhouse, a younger brother of his second wife. His grandson, William Barnard Rhodes Moorhouse, was awarded the Victoria Cross in the 1914-1918 war, being the first pilot and the first member of the Royal Flying Corps to receive this award. His great-grandson, William Henry Rhodes-Moorhouse, was one of the Royal Air Force pilots shot down in the Battle of Britain in 1940.

§

The manuscript from which this edition of Rhodes's journal is printed is contained in a small book of ledger paper, with pages 6 inches wide by $7\frac{3}{4}$ inches deep. This is not the actual ship's log of the *Australian*, but is more correctly a contemporary journal comprising largely a transcript of the ship's log. Some entries greatly expand the information that would be expected in a ship's log, while others condense the events of a week or more to a few lines. Moreover, whereas a ship's log gives a day-by-day record from the time of sailing up to the ship's return to port, this manuscript is an incomplete account of the cruise, ending three months before the ship's return to Sydney. There is little in the manuscript itself that is of much assistance in determining exactly when or where it was written. From a comparison with the rough notebook in

Whaling Journal of W. B. Rhodes

which Rhodes kept the ship's accounts during the cruise, and with letters he wrote in 1836 and 1838, it can be said definitely to be in Rhodes's own handwriting. The most likely possibility is that Rhodes transcribed (and expanded or condensed) the ship's log into his private journal during the actual voyage, and that the work of transcription was not completed when the ship returned to Sydney. This suggestion is supported by the first few pages of the manuscript, which are in the nature of a private journal and which contain references to the disposition of his personal affairs and to letters 'which I shall write previous to my sailing in the *Australian*'. The fact that the paper on which the journal is written bears the same water-mark (dated 1832) as the paper of the separate ledger containing the individual accounts of the crew of the *Australian*, further supports the suggestion that the writing of the journal was contemporary with the cruise itself.

Also surviving are many of the original documents incidental to the cruise. Except for the ledger containing the crew's slop accounts and Rhodes's personal 'rough day-book', from which, however, extracts have been made, these are printed in full as appendices to the present volume. There is no single original document containing a list of all the men who served on the *Australian* during this cruise, but from the slop accounts and the day-book it has been possible to compile a comprehensive list. A list of ships encountered during the cruise has been compiled from the journal itself.

In preparing the manuscript for publication, Rhodes's erratic punctuation and completely unsystematic use of capitals have been normalised. This has been done because it is hoped that the journal will interest not only the historian but the general reader. The spelling of place-names, personal names

Barque Australian of Sydney
W. B. Rhodes Commandr
Towards New Zealand

June 14th 1836. At 2 am Got underway
from Camp Cove and at three basis
aboard of the Heads the Pilot left
the Ship moderate Westly Wind and
fine Weather shaped a course for
Cook's Straits.

15th Saw a spout to Weward lowered
Two Boats they returned without success.

16th 17th Contrary Wind and squally weather
with a heavy sea kept a good look out
but saw nothing.

18th Saw Black Fish lowered Boats returned
without success. Lat $34^{\circ} 22'$ Long $156^{\circ} 23' E$.

19th to 30th West part Stormy Gales with squally
disagreeable weather steering a Course during
the time when the Wind permitted for

Introduction

and names of ships remains that of the manuscript, even though some of these are obviously mis-spelt, and even though the same name may appear in several variant forms: *e.g.* the island in the Tonga group now known as 'Eua, appears variously as 'Eoaa', 'Eooa', and 'Eova'.

The project for publication of the journal originated in 1939 when Mr. J. H. Rhodes, of Christchurch, made the manuscript available to the present editor for work in connection with the New Zealand Centennial. It was put aside because of the war, and was not resumed until 1952. During 1953, when the editorial work was almost completed, it was discovered that Dr. Robert McNab, the historian of New Zealand whaling, had been in process of preparing the journal for publication at the time of his death in February 1917.¹⁷ Dr. McNab's work, however, had not proceeded beyond the annotation of ship references and the writing of the rough draft of the first three paragraphs of an introduction, in which he noted that the journal was the only known reasonably complete account of a whaling cruise based upon Sydney. That statement, written thirty-seven years ago, is still valid. Dr. McNab's marked copy of the typescript has provided a useful check on the annotation of ship references, but this is the only way in which his work has been used in the present edition. The ledger containing the ship's accounts, and the captain's day-book, which have provided additional appendix material, including the list of members of the crew, were apparently not known to Dr. McNab.

Particular acknowledgment is due to Mrs. Anne French,

¹⁷ Marked copy of typescript in Turnbull Library. Dr. McNab apparently came to know of the existence of the journal only after the publication in 1913 of his book, *The Old Whaling Days*.

Whaling Journal of W. B. Rhodes

Rhodes's grand-daughter, of Mortham Tower, Barnard Castle, Co. Durham, for granting permission on behalf of the Rhodes-Moorhouse family for publication of the journal; to Mr. J. H. Rhodes for again making the manuscript available; to Mrs. A. E. Woodhouse of Blue Cliffs, for assistance with biographical material, much of which is based upon her book, *George Rhodes of the Levels and His Brothers*; to Dr. J. S. Cumpston, Consul for Australia at Noumea, New Caledonia, and formerly Official Secretary to the High Commissioner for Australia in New Zealand, whose recent researches on the beginnings of sealing and whaling from Sydney have clarified several points that were hitherto obscure; to the Turnbull Library, Wellington; and to Miss P. Mander-Jones, of the Mitchell Library, Sydney, for information concerning the launching and several voyages of the *Australian*.

Christchurch

C.R.S.

1954

THE JOURNAL

1836-1838

Preparations at Sydney

ON THE 12th April [1836] I was induced to take the command of the barque *Australian* by the urgent request of my friends, her owners, Messrs Holt & Roberts, and fit her out for a whaling voyage.¹

As I had recently disposed of the *Harriet*, and being out of employment, it was my intention previously to the *Australian* being offered me to invest my little capital in the Colony and then proceed to England, taking charge of a vessel home should a command offer, or otherwise paying my passage.

My objects in going to England were to see my friends after so long an absence, and to arrange the *Harriet's* accounts with the owners; also to sound my friends as to their making advances; to my ultimately settling respectably in N. South Wales.

I have not as yet made up my mind altogether about settling in the Colony: it will depend a good deal on the answers I may receive from my friends in England to Letters I shall write from this place previous to my sailing in the *Australian*.

On joining the vessel I found she required coppering; therefore set to work, and after due preparation hove her down at Aspinall and Brown's Wharf. April passed over and still found her in the hands of the carpenters. As it

¹ For articles of agreement see Appendix 1, p. 87.

Whaling Journal of W. B. Rhodes

is intended to send her a Right Whaling and the season commences this month (May), it is a great object to get her ready for sea as expeditiously as possible.

About the middle of May, her coppering and other repairs being finished, commenced rigging and fitting her out for whaling.

What with my private affairs and the ship's I was kept pretty well employed. Nevertheless I found time to make investments as follows—six hundred three-year-old ewes and their lambs; seven shares in the Union Marine Assurance Company; five shares in the Gas Company; and fifty acres of land on Narrabeen Creek. After investing one hundred and fifty pounds in an adventure for the contemplated whaling voyage, I shall lend the residue to Mr. Chapman, receiving his note bearing interest.

JUNE 1ST. The *Australian* is now all ready for sea, except provisions. The owners don't give that despatch they ought to do, and I begin to get extremely anxious to get to sea, as we are now losing the best of the season at New Zealand.

A. B. Smith & Co. I duly appointed as my agents and attornies to act for me during my absence, having made over to them my entire property in the Colony and also left a policy of insurance to the amount of two hundred and fifty pounds for the now intended voyage. Having engaged a crew of thirty-two persons and received on board twelve months' provisions,² together with every thing necessary to prosecute the voyage, the *Australian* was hauled out into the stream and anchored off Pinchgut Isle,

² For stores list see Appendix 3, p. 94; for list of whaling gear see Appendix 4, p. 96.

Preparations at Sydney

where I was complimented by the owners and my numerous friends on the gallant appearance of my vessel.

JUNE 11TH. The vessel being all ready for sea, I received my last sailing orders³ from the owners. Permission was given me to proceed to the following ports & places for the purpose of procuring Right whale oil & whalebone—Cloudy Bay, Port Cooper, and Otago, New Zealand, and also the Chatham Isles.

It was hoped by the owners that one hundred and fifty tons of black oil might be procured during the season and probably fifty or sixty tons of sperm afterwards; the vessel being ordered to cruise after sperm whales until the provisions should be nearly expended, and then return to Sydney.

JUNE 12TH. Got under weigh and stood down the Harbour: falling calm, came to an anchor off Point Piper. Here I was joined by Mr. Roberts, one of the owners, and several other gentlemen, who honoured me with their company to dinner. After the cloth was withdrawn several appropriate toasts were drunk in sparkling champagne, and the evening passed over with great hilarity.

JUNE 13TH. Got the ship under weigh again, but, falling calm, anchored here in Watsons Bay.

³ See Appendix 2, p. 91.

Barque 'Australian' of Sydney
Wm. B. Rhodes, Commander
towards New Zealand

JUNE 14TH 1836. At 2 a.m. got under weigh from Camp Cove, and at three, being abreast of the Heads, the pilot left the ship. Moderate Westerly wind and fine weather. Shaped a course for Cooks Straits.

JUNE 15TH. Saw a spout to windward. Lowered two boats—they returned without success.

JUNE 16TH & 17TH. Contrary winds and squally weather with a heavy sea. Kept a good look out but saw nothing.

JUNE 18TH. Saw Black Fish. Lowered boats returned without success. Lat. obsd. $34^{\circ} 22'$, Long. $156^{\circ} 23' E$.

JUNE 19TH TO 30TH. Most part strong gales with squally disagreeable weather. Steering a course during the time when the wind permitted for Cooks Straits. Kept a good look out but saw nothing worthy of notice.

JULY 1ST. Fresh breeze with passing squalls and a heavy sea running. At daylight saw the land about Mount Egmont, at noon Mount Egmont N. $\frac{1}{2}$ E. Lat. $40^{\circ} 18'$, Long. $173^{\circ} 18'$.

JULY 2ND. Most part hard Easterly gale and thick cloudy weather. At 5 a.m. the Captain went on deck and

Mount Egmont in Sight

found, with the exception of the officer and two others, the watch had not been relieved. After some time had elapsed the Second Officer succeeded in getting the watch on deck. Richards, a boat-steerer, on being remonstrated with, behaved in a most disrespectful and insubordinate manner to the Captain. At 8, standing to the E.N.E., wind S.E. Noon, extremes of the land from E. by N. to N.W. by W. $\frac{1}{2}$ N., about 8 miles off shore, sun obscured.

JULY 3RD & 5TH. Most part contrary winds and disagreeable weather; ship making little progress through Cook's Straits. Mount Egmont in sight.

JULY 6TH. Moderate contrary wind, ship working through Cook's Straits. At 9.30 all hands were called to shift some sails that had been damaged during the late gales and other necessary work, the sails at present bent not being deemed sufficient or safe to encounter another gale in such a dangerous place as Cook's Straits. The watch then below peremptorily refused to come on deck. Consequently the officers found it impossible to carry the Captain's orders into execution which tends much to endanger the safety of the ship in the event of another gale coming on. At noon the Captain ordered the rations to be brought aft in the cabin. The Chief Mate went forward and told those men that had been working to go into the cabin and get their dinners. They reply'd they would have it forward or not at all. They then all went below, with the exception of Wm. Stirling, boat-steerer, the mechanics & boys. Mount Egmont N. by W. Lat. obsd. $40^{\circ} 20' S$.

JULY 7TH. Light breeze throughout. Johnson, seaman, came aft and requested he might be permitted to go

Whaling Journal of W. B. Rhodes

again to his duty. All those who refused to work the Captain stopped their provisions.

JULY 8TH. Moderate throughout. John Myers returned to his duty. At noon Stevens Island S.W. by W. $\frac{3}{4}$ N., dist. 4 miles.

JULY 9TH. Passed through Cooks Straits. At noon two boats came alongside from Queen Charlotte's Sound, and afterwards several whale boats belonging to the ships in Cloudy Bay.⁴ From the information received from the boats, which was very discouraging of the fishery, I determined not to go into Port but proceed on to Port Cooper.

JULY 10TH. Passed Cloudy Bay and steered towards Port Cooper. Midnight strong gales & cloudy.

JULY 11TH. Fresh contrary winds with a short head sea, wind Southerly, Sounded 47 fms.

The crew came aft and requested the Captain to let them have their provisions and they would go to work; the Captain told them they would have their provisions when they turned to. They did so, and now all hands after a voluntary fast are on duty again.

JULY 12TH & 13TH. Variable winds and weather; tack'd ship as occasion required. Lat. $42^{\circ} 59'$, Long. $173^{\circ} 17' E$.

JULY 14TH. Steady breezes and hazy. Saw a dead whale to the westward. The Captain lowered his boat and went after it. At noon Banks Peninsula bearing from S. $\frac{1}{2}$ W. to S.W.



⁴ At least 13 American whalers were in Cloudy Bay at this time. See *Old Whaling Days*, pp. 188-9.

Arrival at Port Cooper

JULY 15TH. At 1 p.m. got the whale alongside. At 10.30 got the try-works under weigh and hove the ship to for the night.

JULY 16TH. At 2 p.m. put out the try-works and lowered all boats to tow the ship. At sunset came to an anchor in Port Cooper;⁵ found six vessels at anchor.⁶ At 9 got the try-works under weigh again. Midnight fine weather.

JULY 17TH. At daylight sent two boats away after whales. At 1 p.m. hove short and got under weigh. At 5.30 p.m. moored with two bowers in Port Levey⁷ in 4 fthms. water about $\frac{3}{4}$ of a mile off shore. The two boats returned without success.

JULY 18TH. Two boats out after whales. 3rd Mate got fast but his line parted. Employed unbending sails.

JULY 19TH. 4 boats out but returned without success.

JULY 20TH. The 3rd Mate killed a whale and anchored her 25 miles from the ship.

JULY 21ST. Found the whale had gone adrift.

JULY 22ND TO 25TH. Four boats out every day but no success, no whales seen.

JULY 26TH. The Mate killed a small whale, and after towing her some time anchored her 18 miles from the ship.

JULY 27TH. At 4 a.m. sent out 5 boats to tow the whale. At sunset, the whale being about 2 leagues from the ship with a favourable tide, all the boats refused to tow any longer, although urgently requested by



⁵ Now Lyttelton harbour. See notes, pp. xxvi and 117.

⁶ See note to list of Ships, Appendix 22, p. 126.

⁷ Port Levy

Whaling Journal of W. B. Rhodes

me to do so. The officers did not at all exert their authority, and by their silence the crew were encouraged to resist the orders of their Captain. I was much grieved at the highly improper behaviour of my officers.

JULY 28TH. At 5.30 a.m. lowered all boats to tow the whale. Weather thick and foggy. At 3.30 p.m. got the whale alongside and commenced cutting in.

JULY 29TH TO 1ST AUGUST. These four days nothing occurred worthy of notice, none of the boats having seen whales.

AUGUST 2ND. At 3 p.m. fastened to a large whale and killed her. Left her at anchor about 25 miles from the ship in harbour. The 4th Mate fastened to a whale and got stove. He anchored the stove boat and returned to the ship together with the crew in the 2nd Mate's boat at 11.30 p.m.



AUGUST 3RD. At daylight, on turning the hands out to tow in the whale they refused, saying they were not able, being too much fatigued. I was therefore obliged very reluctantly to allow the whale to remain, together with the stove boat, at the great risk of losing both. However I thought it best to submit to the crew for once.

AUGUST 4TH. At 4 p.m. lowered four boats to go and tow in the whale. At 9 a.m., being in company with the Mate's boat saw whales. My boat was not furnished with lines or irons; I made a signal to the Mate to induce him to fasten, there being many whales round the boats, when to my great surprise he did not endeavour to do so, but remarked in very disrespectful language that it would be better to go and tow the dead whale. At 11.30 a.m. took

Towing a Whale

the whale in tow with three boats, the other towing the stove boat. At 4.30 anchored the whale, being 20 miles from the ship. The Chief Mate and myself determined to remain all night by the whale. During the night the wind was fresh with a heavy sea, and our situation was not very comfortable at anchor in a whale boat during a cold night twenty miles from the land.

AUGUST 5TH. At daylight strong winds and cloudy. Found it impossible to tow the whale. At 9 very reluctantly left the whale at anchor and pull'd towards the harbour with a strong wind and heavy sea against us. At 10 the boat that returned to the ship came out again with provisions. At 7 p.m. arrived on board the ship pretty well fagg'd after been two days and a night exposed in a whale boat.

AUGUST 6TH. Strong breeze and squally weather. Boats not able to go out to tow in the whale. Lowered to go outside the heads, but being too much sea the boats returned. Midnight moderate.

AUGUST 7TH. At 6 a.m. I chanced to awake and immediately went on deck. I was surprised to find the hands had not been turned out, as orders had been given the night before to turn out at 5 to tow in the whale. Finding the cook on deck, I asked why he had not called me at 5 o'clock. He replied he had no orders, and was extremely abusive. Being irritated, I gave him a beating. Notwithstanding the noise made on deck none of the officers appeared. On going down the cabin to call the Chief Mate, I found him awake and in the act of turning out.

On the hands being turned out they refused, and inti-

Whaling Journal of W. B. Rhodes

mated they would do no more duty until a committee of captains was held on board on account of my conduct to the cook. This was rather a novel request. However I immediately [asked] the Mate to request the attendance of three captains from Port Cooper. Indeed I feel pleased at an opportunity of others witnessing the state of my crew. At 10 a.m. the boat returned with Captain Howe of the *Harriet*, all the other captains having gone out a-whaling. The crew were then mustered, and after a good deal of desultory conversation, in which they appeared to take great umbrage at my having never been on a whaling voyage before, and said if only Mr Powel was allowed to be Whaling Master they would go to their duty, and no doubt they would make a good voyage. I told them by the advice of Captain Howe that I did not care what they called Mr Powel as long as they brought plenty of whales. They then went to their duty.

Capt. Howe observed that I had got an extremely rascally and mutinous set to deal with, and, not being supported properly by my officers, he plainly saw they were too lazy for black whaling, and advised me to go after sperm. It had been my intention at daylight to muster the crew and inform them of my intention to get the ship under weigh and take her outside to pick up the whale, she being now 7 days old, and also to anchor the vessel outside, which, although it would be very dangerous, and at my risk should any accident occur, yet I was willing to risk the vessel to save them towing, provided they would exert themselves in future in procuring whales.

Noon and middle part of the day calm: employed clearing the decks. At sunset got under weigh with a

At Anchor in Pegasus Bay

favourable wind from Port Levey, and at 7 p.m. cleared the heads. The 3rd Mate, from some cause best known to himself, made use of a great deal of insolent language, and amongst other things said that if the ship was in danger of going on shore he would not put himself the least out of the way. I did not address him, not thinking it of any use to try to bring such a blackguard to terms. Ship standing from the land with a light breeze. Midnight fine weather.

AUGUST 8TH. Daylight moderate breeze and fine weather. At 8 a.m. saw whales; lowered after them. At 3 p.m. the ship picked up the dead whale and came to an anchor in 20 fthms. water, Port Cooper bearing South, dist. about 7 leagues, off shore about three or four leagues, Eastern extreme of Banks Peninsula S.E.; N.E. extreme of the Bay, N. by E.; Lat. $43^{\circ} 13' S$. The *Australian* is the first vessel ever anchored out here; the place is exposed to the winds from North to S.E., and with an Easterly wind such a heavy sea would set into the bight that no ship would hold on and must inevitably go on shore.

AUGUST 9TH. Strong breeze and cloudy. At 7.30 a.m. commenced cutting in the whale. She was bursted, and in fact a complete wreck. Had we got her fresh she would have made 9 tons; as it was she only made 4 after having had not little trouble with her. On an average there is always 5 to 8 men off duty on pretence of being sick. At 8 p.m. commenced trying out part of the blubber, the whale being secured alongside.

AUGUST 10TH. At daylight began to cut in the remainder of the whale. At 2 p.m. finished cutting in the whale, having been nearly two days over it. Lowered two

Whaling Journal of W. B. Rhodes

boats to go in search of the stove boat. At 8 p.m. the boats returned not having seen anything of the stove boat. I imagine she must have gone adrift during the late bad weather.

AUGUST 11TH. Lowered after whales. Boats returned, blowing too fresh.

AUGUST 12TH. Lowered two boats. At 1 p.m. the Mate killed a large whale; took her in tow. At 3 the whale sank; cut the line and boats returned on board.



AUGUST 13TH. At daylight lowered 3 boats, and 3 p.m. killed a large whale and anchored her. At 5.30 the boats returned on board.



AUGUST 14TH. At daylight lowered two boats. Found the whale killed on the 12th and took her in tow. Sent another boat. At 4.30 p.m. blowing too hard to tow. Anchored the whale about 4 miles from the ship, and the boats returned on board.

AUGUST 15TH. At daylight, after the Mate's boat had lowered, the other boats' crews refused to lower unless I gave them a bottle of grog in each boat, which I did not choose to do, as I expected them to return with the whale by 9 a.m. I then enquired whether they would get the ship under weigh and take her to the whale, which they did not refuse. At 11 a.m. got the whale alongside and came to an anchor again in 13 fthms. At 1 p.m. commenced cutting in. Sunset, got part of the whale cut in and secured her for the night. Got the try-works under weigh.

Two More Whales Killed

AUGUST 16TH. At daylight began to cut in the remainder of the whale. Noon finished cutting in. The remainder of the day employed trying out and stowing down oil. 7 hand off duty (sick).

AUGUST 17TH. Got the ship under weigh and stood towards the dead whale. At 4 p.m. got her alongside. It coming calm and ship drifting fast towards shore let go anchor, and again anchored the whale off the ship. At sunset, a breeze springing up from the S.E., got under weigh and made sail off shore. At 9 came to an anchor in 14 fthms.

AUGUST 18TH. At 6 a.m. lowered 3 boats to go and tow. At 4.30 p.m. got the whale alongside and secured her for the night.

AUGUST 19TH & 20TH. Employed cutting in the whale, trying out, stowing down, etc.

AUGUST 21ST. Moderate breeze and fine weather.



Lowered 2 boats after whales. At sunset killed a large whale and anchored her. 7 p.m. boats returned on board.

AUGUST 22ND. At daylight lowered 3 boats to tow the whale. At 11.30 a.m. got the whale alongside and commenced cutting in.

AUGUST 23RD & 24TH. Employed trying out.

AUGUST 25TH. At daylight lowered 4 boats after



whales. At 9.30 a.m. the Mate got fast but the iron drew. At 4 p.m. fastened to a large whale, and at sunset killed her.

Anchored the whale about 3 miles from the ship.

AUGUST 26TH. Moderate breeze and fine weather. Lowered 4 boats to tow the whale and got her alongside

Whaling Journal of W. B. Rhodes

at 2 p.m. Began to cut in. At sunset the ships *Friendship*, *Nile*, and *Sisters*⁸ came to an anchor near us.

AUGUST 27TH. Trying out oil and stowing down.

AUGUST 28TH. Lowered two boats after whales. At 2.30 p.m. found the deck on fire under the try-works. After pulling part of the latter down succeeded in putting out the fire. Employed building up the try-works again and lining the deck underneath, which had been burnt away.

AUGUST 29TH. Lowered after whales. Boats returned without success.

AUGUST 30TH. At 5.30 a.m. lowered three boats after whales. At 10 the Mate got fast to a calf. The Captain fastened to the cow and got stove. The 2nd Mate took his line; at noon killed the whale and took her in tow. At 2 p.m. the Captain returned to the whale with another boat to tow. At sunset got the whale alongside and secured her for the night.



AUGUST 31ST. Employed cutting in the whale and trying out oil.

SEPTEMBER 1ST. Lowered two boats after whales. Employed trying out and stowing down oil, cleaning bone &c. &c.

SEPTEMBER 2ND. Lowered two boats after whales. At 2.30 p.m. the Captain and 3rd Mate returned on board with a dead calf and after dinner the two boats went away again. Employed on board cutting in the calf. At sunset the Captain fastened to a calf and nearly killed the cow by lancing, but getting very dark and having no assistance

⁸ The *Friendship* and the *Nile* were American: the *Sisters* came from Sydney.

Trouble with the Crew

from the other boat was obliged to cut, not being able to see. At 9 p.m. returned on board and hoisted up the boats.

SEPTEMBER 3RD. At daylight lowered 3 boats after whales. At noon 2nd Mate fastened to a calf and the 3rd Mate to the cow, and got stove. The 2nd Mate took his line and at 3.30 killed the whale. At sunset anchored her and returned on board.



SEPTEMBER 4TH. Fresh breeze and cloudy, lowered 3 boats to tow the whale. At 3 p.m. got the whale alongside and secured for the night.

SEPTEMBER 5TH. At 7 a.m. turned to to cut in the whale; at noon light air and fine weather. The 3rd Mate having a slight quarrel with one of the men in the blubber room about a steel to sharpen the blubber or bounding knife, and the work being retarded by his not bounding, the Captain took the knife and bounded, which gave the 3rd Mate great offence. After making use of a great deal of bad language he swore he would do no more duty on board the ship and instigated two of the boat-steerers to knock off. They then went forward amongst the people at the windlass, and persuaded the greater part of them to refuse their duty. All hands then went below except 14, *viz.* including the boys &c. The Captain, boys, &c. &c. then manned the windlass, and with great exertion managed to cut in the whale. On sending the people that were at work to dinner found that the 19 who had knocked off had stolen the provisions out of the galley; consequently was obliged to give them some out of the cabin. At 2 p.m. finished cutting in. The weather looking very threatening, and the ship being much lumbered with a whale head,

Whaling Journal of W. B. Rhodes

and 12 tons of oil on deck, it was highly dangerous to leave her in an open roadstead with so few hands on duty and the greater part of the crew in a state of mutiny. At 3.30 got the ship under weigh and stood for Port Cooper. At 11 p.m. came to an anchor at Port Cooper and with some difficulty furled sails, it blowing pretty fresh with a heavy sea outside. It was gratifying to have brought the vessel to a place of safety.

SEPTEMBER 6TH. At 8.30 a.m., by the request of the Captain, Captains Fowler and Collins⁹ repaired on board to investigate the state of the crew and ship. They called the 3rd Mate, and after examination advised the Captain to send him up to Sydney as a mutineer or turn him on shore. The Captain then ordered him out of the ship.

On enquiry why the rest had knocked off, they said because Mr Scott the 3rd Mate had done so. Captain Collins told them he could plainly perceive it was as rank a mutiny as could occur on board of ship, and that he considered them an infamous lazy set of scoundrels, and advised the Captain to allow them all to go on shore that wished to go, as he was confident nothing could be done with such a set of blackguards. The Captain immediately ordered the mutineers out of the ship. In consequence 17 of them went on shore, and I must say, as Captain of the vessel I was heartily glad to get rid of such a set of scoundrels; although had I been so lucky as to have had officers to support me in the execution of my duty I have no doubt that they might have been made to obey, and execute the proper duty of the vessel.

⁹ Captain Fowler was master of the *Elizabeth*, and Captain Collins probably the master of the *Nile*.

New Hands taken on at Cloudy Bay

I may now consider the Right Whaling season over so far as the *Australian* is concerned and prepare for the Sperm Fishery.

From the 7TH to the 13TH SEPTEMBER we were employed with the few hands on board getting the vessel ready for sea.

SEPTEMBER 14TH. Got under weigh from Port Cooper and stood out to sea, intending to touch at Cloudy Bay to secure hands.

SEPTEMBER 18TH. Nothing having occurred worthy of notice during the passage, at 5.30 p.m. came to an anchor in Cloudy Bay and found 12 vessels in port. Cloudy Bay is a noble and safe harbour, being an inlet of the sea with numerous coves. Here all the ships in the world might ride in safety, secure from all winds.

SEPTEMBER 19TH. Employed 20 New Zealanders to assist in cleaning whalebone. Lowered 2 boats after a whale but they returned without success.

SEPTEMBER 20TH TO 23RD. Employed cleaning ship and preparing for sea, getting on board fresh water &c. The ladies at the Bay were very condescending, and took lodgings on board the ship, to the great satisfaction of the sailors. They were very industrious in washing &c.

SEPTEMBER 24TH. Shipped all the whalebone on board the brig *Hind* for Sydney, viz. two and a quarter tons.

I took my passage on board the *Lynx*¹⁰ for Queen Charlotte Sound to endeavour to procure hands.

SEPTEMBER 26TH. Returned overland from the sound, not having procured any hands.

¹⁰ A Sydney whaler, later (November 1837) wrecked at New River.

Whaling Journal of W. B. Rhodes

SEPTEMBER 27TH & 28TH. Having finished taking what water we required on board, and one ton of potatoes, and shipped fourteen hands, including four New Zealanders, which makes the crew in all thirty, I determined to wait no longer for more hands but proceed to sea.

*Barque 'Australian,' W. B. Rhodes, Master
from New Zealand towards Eoaa¹¹
cruising after Sperm Whales*

SEPTEMBER 29TH 1836. At daylight hove short, and at 8 a.m. got under weigh. Wind S.E., ship beating down the Harbour. Noon, light air and fine weather, lowered two boats to tow.

FRIDAY SEPTEMBER 30TH. Light contrary winds: working out of the Bay. Noon, moderate N.W. winds. Stood to the S.E. Kept a good look out but saw nothing. Lat. $41^{\circ} 38'$, Long. $175^{\circ} 18'$ E.

SATURDAY OCTOBER 1ST. Wind variable with fine weather. Steering towards the East Cape. Saw blackfish. Lat. obsd. $41^{\circ} 20'$ S.

SUNDAY OCTOBER 2ND. Steady S.E. breeze. Lat. $40^{\circ} 04'$ S.

MONDAY OCTOBER 3RD. Light airs and fine. Saw spouts: lowered three boats after them, which proved to be fin-backs.¹² Noon, light airs and fine. A number of fin-backs around the ship.

¹¹ This was 'Eua, south-east of Tongatabu, in the southern part of the Tonga group. Rhodes variously spells this name Eoaa, Eooa, Eova, and Eoova.

¹² Fin-backs and blue whales travelled too fast and were too strong for the whaling gear of the time. See Introduction, p. xi.

Whaling Journal of W. B. Rhodes

TUESDAY OCTOBER 4TH. Light airs and calms. Saw a number of fin-backs. Lat. obsd. $39^{\circ} 51' S$.

WEDNESDAY OCTOBER 5TH. Light airs from N.E. Saw a great many fin-backs. At Noon Table Cape W. by N., dist. 6 leagues. Lat. $39^{\circ} 12'$, & Long. $178^{\circ} 25' E$.

THURSDAY OCTOBER 6TH. Light Easterly winds. At night shortened sail, being off the East Cape. Saw a strange sail, supposed to be the *Tuscalusia*.¹³ A number of fin-backs about.

FRIDAY OCTOBER 7TH. Variable light breezes Lat. $37^{\circ} 21' S$.

SATURDAY OCTOBER 8TH. Fresh Easterly breeze and cloudy. At 10 a.m. saw spouts. Lowered two boats: proved to be fin-backs.

SUNDAY OCTOBER 9TH. Fresh Northerly breeze, ship standing to the Eastward. Lat. $38^{\circ} 12'$, Long. $177^{\circ} 36' W$.

MONDAY OCTOBER 10TH. Fresh N.W. gale with a heavy sea. Ship pitching and labouring much. Weather thick and cloudy. Noon, more moderate.

TUESDAY OCTOBER 11TH. Strong Westerly winds, and cloudy with heavy sea. Ship steering to the N.E. to shift her ground. At 9 a.m. saw right whales. Lowered three boats. At 10.30 the 2nd Mate darted but missed. The Mate found much fault at being desired to lower after right whales, there being, as he said, too much sea. Lat. obsd. $36^{\circ} 47' S$.

WEDNESDAY OCTOBER 12TH. Strong breeze and cloudy with a heavy sea. At 4.45 p.m. saw a right whale ahead, dist. about half a mile. Lowered three boats. At

¹³ *Tuscaloosa*, of New Bedford, Captain Hussey. She had been at Cloudy Bay from 22 May to 27 September.

Leaving the New Zealand Coast

6.30 the boats returned, whale going too fast to windward. $36^{\circ} 25' S.$, $173^{\circ} 18' W.$

THURSDAY OCTOBER 13TH. *p.m.* Strong N.W. wind and cloudy; latter part hard gale. Close reefed the topsails; a heavy sea; ship labouring much. Lat. $35^{\circ} 48'$.

FRIDAY OCTOBER 14TH. Hard Northerly gale. Secured the boats to the davit heads. Gale increasing, hove the ship to under close reefed main topsail.

SATURDAY OCTOBER 15TH. Continues hard gales and thick cloudy weather and a heavy sea running up, N.N.E. off N.E.

SUNDAY OCTOBER 16TH. Hard gale with a heavy sea. Saw a right whale going fast to windward. Noon, more moderate, made sail. Lat. $35^{\circ} 15' S.$

MONDAY OCTOBER 17TH. Begins strong breezes and thick hazy weather. At 1 *p.m.* saw right whales. Lowered three boats. At 2 *p.m.* a boat fastened and the iron drew again. The whales took to windward. At 4 the boats returned. Noon, strong breeze and cloudy weather, wind N.W. by N.

TUESDAY OCTOBER 18TH. Strong N.W. winds and thick hazy weather. Saw several fin-backs about. The ship having now been 14 days off the East Cape, and the weather continuing bad, I intend, weather permitting, to steer towards the Curtis Islands.¹⁴ Lat. $34^{\circ} 12'$, Long, $171^{\circ} 00' W.$

WEDNESDAY OCTOBER 19TH. Steady N.W. by W. winds and hazy weather, steering close hauled to the Northward. Crew and tradesmen employed as most

¹⁴ The Kermadec Group.

Whaling Journal of W. B. Rhodes

requisite. Kept a good look out: saw nothing worthy of notice. Lat. obsd. $32^{\circ} 50'$, Long, $170^{\circ} 9' W$.

THURSDAY OCTOBER 20TH. Steady Westerly wind and fine weather. At 10.30 a.m. saw a school of sperm whales about 5 miles distance. Lowered all boats. At noon all the boats got fast.

FRIDAY OCTOBER 21ST. *p.m.* freshening breezes. The Captain got stove, and his iron broke in the shank. Pulled on board and hoisted his boat in. At 3 picked up the weather whale. Strong breezes and cloudy. In running



down to pick up the lee whale the fluke rope broke. At 4 got the whale alongside again. At 6 picked up the 2nd Mate's whale. The 3rd Mate came on board and left his whale, saying he thought the ship wanted assistance. I immediately sent him aloft to look out for his whale, and steered towards the place he supposed it to be, but unfortunately saw nothing of it. Secured the whales alongside for the night. Daylight strong breeze with heavy sea, began to cut in. At 8 obliged to veer the ship to cut in to leeward. Got the head of one whale in by noon.

SATURDAY OCTOBER 22ND. *p.m.* Strong breeze with a heavy cross sea. At 4.30 got one whale cut in. The other parted the fluke rope. Lowered a boat to pick her up again. At sunset got the whale alongside again and secured her with two fluke ropes for the night. At 10 began to boil out. At daylight employed clearing up the decks. Strong breeze with a heavy sea. At 11 began to cut in the other whale to leeward.

Towards the Kermadec Islands

SUNDAY OCTOBER 23RD. At 2.30 finished cutting in. At 4 moderate breeze and clear. Employed clearing the decks and boiling out. Made sail to the Northward. Noon, light breeze and fine.

MONDAY OCTOBER 24TH. Light Westerly breezes and fine weather. Midnight finished boiling out. Two whales made 43 barrels. *a.m.* Employed cleaning the deck and stowing the blubber room. Lat. obsd. $29^{\circ} 41'$, Long. $169^{\circ} 47'$ W.

TUESDAY OCTOBER 25TH. Steady breeze and fine weather. All hands employed clearing the hold, getting up water, etc. Wind Westerly.

WEDNESDAY OCTOBER 26TH. Light Westerly winds and fine weather. Saw nothing this day; people employed stowing down oil, etc., etc.

THURSDAY OCTOBER 27TH. Moderate Westerly wind and fine weather, steering N.N.W. Finished stowing down oil. Kept a good look out: saw nothing.

FRIDAY OCTOBER 28TH. Steady S.E. breeze, steering W. by S. Employed re-coopering the bread. Saw birds and small fish, etc., etc. Lat. obsd. $28^{\circ} 41'$ S., Long. $170^{\circ} 44'$ W.

SATURDAY OCTOBER 29TH. Steady Easterly wind and fine weather, steering W. by S. under all sail towards the Curtis Isles. At 10 a.m. saw a small patch of shoal water about half a mile from the ship. Lat. $28^{\circ} 45'$, Long. $172^{\circ} 17'$ W.

SUNDAY NOVEMBER 30TH. Wind and weather as yesterday, steering W. by S. Kept a good look out. Saw nothing worth notice. Lat. $28^{\circ} 54'$, Long. $174^{\circ} 29'$ W.

Whaling Journal of W. B. Rhodes

MONDAY OCTOBER 31ST. First part fresh breeze and fine wind hauling round to the Eastward, with cloudy squally weather. Double reefed the topsails. Crew employed as most useful. Saw nothing. Lat. obsd. $29^{\circ} 15'$, Long. $175^{\circ} 44' W$.

TUESDAY NOVEMBER 1ST. Steady Easterly breeze and fine weather. Lat. $28^{\circ} 48'$, Long. $176^{\circ} 45' W$.

WEDNESDAY NOVEMBER 2ND. First part steady Easterly winds. *a.m.* the wind hauled round to the North, and steering W. by S. Saw small fish and birds. Lat. obsd. $28^{\circ} 31' S.$, Long. $177^{\circ} 38' W$.

THURSDAY NOVEMBER 3RD. Light breeze and cloudy with rain at 8 p.m. Saw spouts about 5 miles on the starboard quarter. Supposed them to be sperm whales. At midnight passed the place assigned for Sunday¹⁵ Isle on the charts. Saw nothing of it. Noon, strong squalls with heavy rain, thunder and lightning. Lat. $28^{\circ} 28'$, Long. $178^{\circ} 43' W$.

FRIDAY NOVEMBER 4TH. First part strong breezes with passing squalls and rain. Close reefed the topsails, heading to the Northd. Wind E.N.E. Noon moderate. Lat. obsd. $27^{\circ} 47' S$.

SATURDAY NOVEMBER 5TH. Continuous strong breezes and thick cloudy disagreeable weather.

SUNDAY NOVEMBER 6TH. Moderate breezes and thick cloudy weather, with passing showers of rain. *a.m.* light airs and calms. Lat. $25^{\circ} 42' S.$, Long. $179^{\circ} 38' W$.

MONDAY NOVEMBER 7TH. Light airs and calms throughout.

¹⁵ Sunday or Raoul Island, in the Kermadec group. In other places Rhodes spells this name 'Sunda'.

Whaling in Company

TUESDAY NOVEMBER 8TH. Moderate Easterly wind. Saw a fin-back. Lat. obsd. $26^{\circ} 15'$, Long. $179^{\circ} 10'$ W.

WEDNESDAY NOVEMBER 9TH. Variable wind and weather. Saw nothing worth noticing.

THURSDAY NOVEMBER 10TH. Moderate Northerly breeze and fine weather. At 1 saw a sail on the larboard beam standing towards us. At 5 spoke the *Tamar*. The Captain came on board and reported 600 barrels 13 months out. At 9 a.m. I went on board the *Tamar* and exchanged 16 gallons of brandy for 17 cwt yams and 3 pigs. We determined to keep in company and proceed under easy sail towards Eooa. Lat. obsd. $27^{\circ} 2'$, Long $176^{\circ} 52'$.

FRIDAY NOVEMBER 11TH. Steady breeze and fine weather, *Tamar* in company. Lat. $26^{\circ} 10'$ S., Long. $175^{\circ} 25'$ W.

SATURDAY NOVEMBER 12TH. Steady trade wind and fine weather, steering N.N.E. At 8 a.m. the *Tamar* hoisted a signal for whales. Shortly after, the Mate being at the masthead, saw a breach. At 9 lowered all boats; noon steady breeze and fine, boats chasing whales.

SUNDAY NOVEMBER 13TH. Steady breezes and fine, boats in chase of whales. *Tamar's* boats got a 80-barrel whale. At 3.15 the Mate and 2nd Mate returned on board. Shortly after saw two whales near the ship. Lowered after them. At 4 p.m. the 3rd Mate got fast to a large whale to leeward. The Captain went to his assistance; the whale sounding parted the line and to my great sorrow we unfortunately lost him. At 5 p.m. all boats returned. Hoisted them up and hove to in company with the *Tamar* for the night. Lat. $25^{\circ} 28'$, Long. $174^{\circ} 46'$.

MONDAY NOVEMBER 14TH. Moderate trade and fine

Whaling Journal of W. B. Rhodes

weather. I went on board the *Tamar* to see them cut in the whale. *a.m.* Fresh breeze and fine. At 10 the *Tamar* hoisted her signal for whales. Run down towards her: she informed us she had seen them close to our ship and that they were now bearing S.S.E. of us. The Mate being at the masthead saw nothing of them.¹⁶ At 11 saw the whales going fast to windward. Chased them under all sail but they were soon out of sight. Two strange sail in sight boiling out. Lat. 24° 53', Long. 174° 50' W.

TUESDAY NOVEMBER 15TH. Fresh trade and fine weather. At 3 saw whales ahead 4 miles off, going fast to windward. They were soon out of sight. At sunset spoke the *Tamar*. The Captain came on board.

WEDNESDAY NOVEMBER 16TH. Wind and weather as yesterday. *Tamar* in company. Saw nothing.

THURSDAY NOVEMBER 17TH. Steady trade and fine weather. Five strange sail in sight. At daylight saw a sperm whale about 1½ miles dist. Lowered all boats after him. At 8 a.m. the whale going fast to windward. 2 strange sail in sight. *Tamar's* boats in company in chase spoke the American ship's boats *Envoy*, out 33 months, 1600 barrels. Noon, the boats returned without success.

FRIDAY NOVEMBER 18TH. Light airs and calm weather throughout. The Captain of the *Tamar* came on board. Kept a good look out. Saw nothing but small fish which were round the ship in abundance.

SATURDAY NOVEMBER 19TH. Steady breeze and fine, steering to the Northward. Latter parts squally and rain. Two sail in sight. *Tamar* in company. Lat. obsd. 24° 36' S.

¹⁶ For Captain Clapham's certificate concerning this event see Appendix 10, p. 109.

At 'Eua, in the Tonga Group

SUNDAY NOVEMBER 20TH. Begins fresh trade and clear, steering to the Northward. Nothing seen but small fish and the *Tamar*. The Captain came on board. Lat. $22^{\circ} 41'$, Long. $174^{\circ} 10' W$.

MONDAY NOVEMBER 21ST. *p.m.* Fresh trade and fine weather. At midnight saw the Island of Eova bearing N. by E. At 3 a.m. wore ship to the Southward and hove the main yard to the mast. At 5 stood towards the island. At 5.30 whales rose up under the bows and were seen by a little boy at the wheel. The ship alarmed them. It is strange that neither the Mate nor the watch on deck did not seem them before. Down all boats after them. At 7.30 the boats returned, the whales going fast to windward. Stood towards the island, *Tamar* in company. At 9.30 I went on shore in company with Captain Clapham. Noon, off shore $\frac{1}{2}$ a mile.

TUESDAY NOVEMBER 22ND. First part moderate breeze and fine at 5 p.m. I returned on board, having procured some fruit, etc. Daylight beating to windward of the South end of Eova six strange sail in sight, one boiling out. Ends strong breeze and cloudy. Off shore 4 miles.

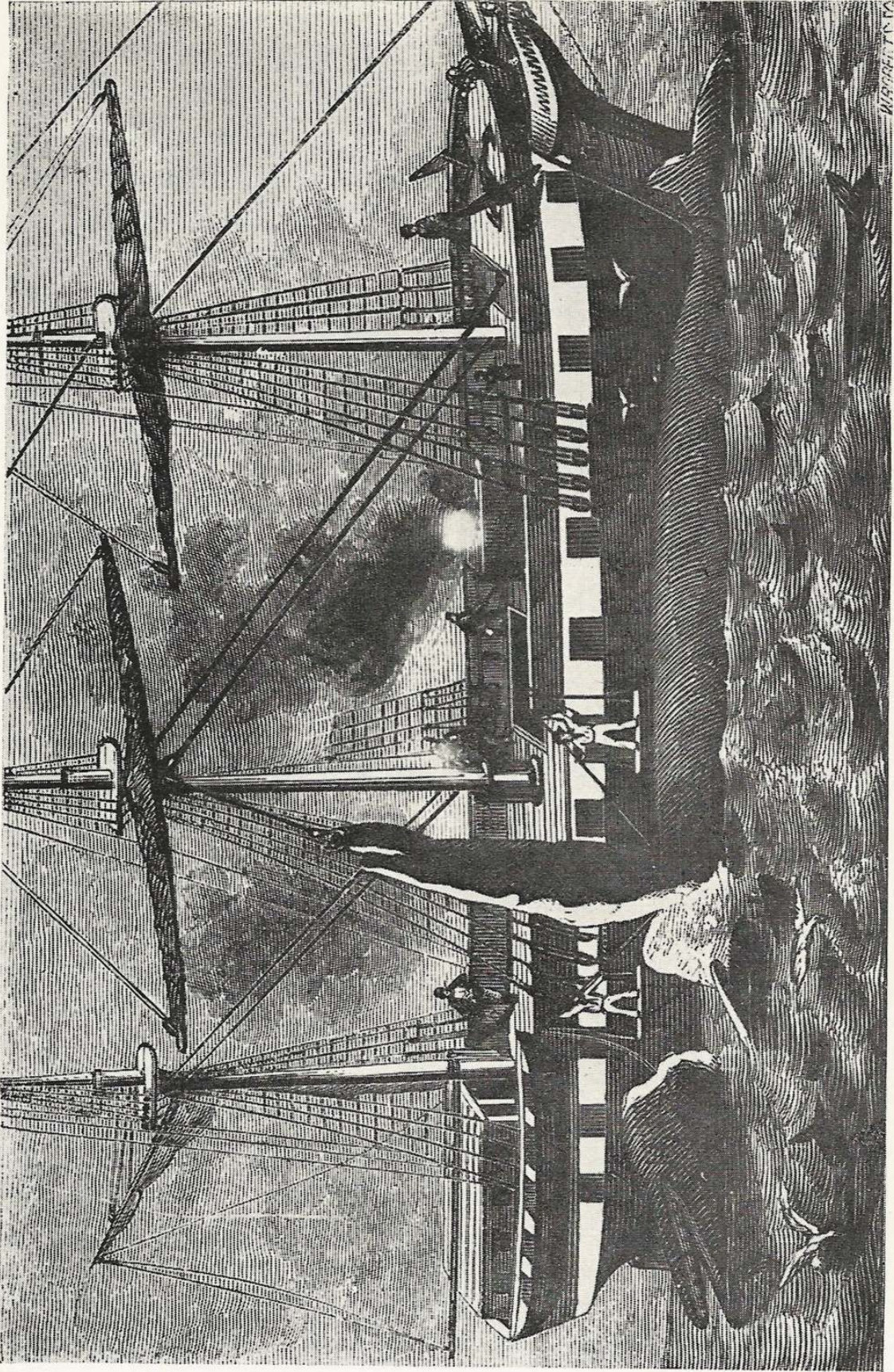
WEDNESDAY NOVEMBER 23RD. Fresh trade with squalls. Six strange sail in sight. At 8 a.m. stood in for the island of Eooa. Noon, light breeze and fine. I went on shore along with the Captain of the *Tamar*.

THURSDAY NOVEMBER 24TH. Ship standing off on shore. At 5 p.m. I returned on board, accompanied by the Captain of the *Tamar*. The boy Joe and a New Zealander remained on shore. One of the *Tamar's* boys also remained on shore. Whether the above had run or were detained

Whaling Journal of W. B. Rhodes

by the natives was matter of conjecture. The Chief intimated that they should be forthcoming in the morning provided I brought him a present. Kept the ship standing off and on during the night. At 7 a.m. I went on shore accompanied with the Captain of the *Tamar*. On landing we were received very coolly, and observed the Chief and a great many natives armed, and they appeared anything but pacific. However we endeavoured to conciliate them, and retired along with the Chief to his house. The forenoon was spent without hearing anything of the people missing, although we made diligent enquiry after them, and made the Chief some presents. We found it impossible to conciliate him, and imagined ourselves in some danger. At last he demanded several articles, and said when they were sent for from the ships he would produce the people and we might go on board. I accordingly sent for 3 axes, 4 knives, 1 doz. kerchiefs, 1 doz. fish hooks and a small box to pack them in, giving directions to have the ship prepared and two boats armed to assist us should they proceed to violence. Noon, light breeze and fine; working ship in shore ready armed.

FRIDAY NOVEMBER 25TH. After suffering many insults, which we were obliged to bear being completely in the power of the natives, at length, giving the Chief the articles specified above, together with others from the *Tamar* and also three men, natives of Onio, which the *Tamar* had on board, our people were produced and we were suffered to depart. At 5 p.m. arrived on board the ship and found all the men under arms and indignant at the treatment I had met with. The Captain of the *Tamar* suggested that we ought to retaliate by cannonading them,



'CUTTING IN' A WHALE
[From *Life and Adventure in the South Pacific*]

Two Runaways Recovered

but I would not agree to it, not wishing to shed blood. On enquiring I found that the boy Joe and the New Zealander had been persuaded by the natives to desert; for the present I ordered them both into confinement.

Eooa, one of the Friendly Isles, is in Lat. $21^{\circ} 24'$ S. Long. $174^{\circ} 30'$ W., and is said to contain about 200 inhabitants. Nearly all the tropical fruits and vegetables are produced here, but the natives are indolent and, owing to the demand for the above articles by the numerous whalers which visit it, everything is exorbitant and in fact very little can be procured. From July to November whales frequent the S.E. end of the island.

SATURDAY NOVEMBER 26TH. *p.m.* Strong breeze and thick cloudy weather, with heavy rain; cruising off the S.E. end of Eooa. On examining the New Zealander he said and proved that one of the white men beating him was the cause of him running away. Therefore, as I had promised the natives that the white men should not be allowed to ill-treat them, I thought it best to be lenient as the most likely way of securing the esteem of the natives. Consequently released without further punishment. The boy I ordered to be fastened to a gun with his posterior exposed and made the other boys inflict four dozen stripes with a cat prepared for the purpose. Noon, variable winds from the West to South, the centre of Towoza¹⁷ bearing N.W.; Eooa N.E.; *Tamar* in company.

SUNDAY NOVEMBER 27TH. First part variable winds with passing squalls and rain. Kept a good look out but saw nothing worthy of notice. At daylight East end of

¹⁷ Possibly Tongatabu.

Whaling Journal of W. B. Rhodes

Eooa W.N.W. dist. 4 leagues. Noon, calm sultry weather. Lat. obsd. $21^{\circ} 21' S$.

MONDAY NOVEMBER 28TH. *p.m.* Light airs and calms. I went on board the *Tamar* to dine. Found Captain Clapham to be a native of Brig and grandson to Mr Richard Smith, Carside. He gave me the following articles which I promised to send to Lincolnshire for distribution amongst his friends and mine—13 clubs, 3 spears, 10 pieces of tappa procured at Ono; 5 whales teeth carved, 3 harp shells. *a.m.* Light breezes and fine weather. At 8 saw white water on the quarter about 8 miles off.

TUESDAY NOVEMBER 29TH. Light airs and fine. Noon, calm. Lowered two boats, having seen white water 5 miles off. Returned without success. Eooa North dist. 5 or 6 leagues.

*Barque 'Australian,' W. B. Rhodes, Master,
from off Eooa towards
the Kermadec Isles and Three Kings
and from thence to the westward
towards the coast of New Holland
cruising after Sperm Whales*

WEDNESDAY NOVEMBER 30TH 1836. Light breezes and calms first part; latter steady Northerly breeze. At noon the island of Eooa dist. 30 miles. Lat. $21^{\circ} 25'$ S.

THURSDAY DECEMBER 1ST. Steady Northly breeze and fine weather. Shortened sail during the night. *Tamar* in company. Saw nothing but birds and small fish. Lat. $21^{\circ} 51'$, Long. $174^{\circ} 46'$.

FRIDAY DECEMBER 2ND. Wind as yesterday. At daylight saw P'Astarts¹⁸ or Solo Isle bearing W.S.W.

SATURDAY DECEMBER 3RD. Light Northerly breeze and fine weather. Hove to off the P'Astarts. At daylight stood for the island. At 8 three canoes came off to the ship. At 9.30 I went on shore with Capt. Clapham.

SUNDAY DECEMBER 4TH. Steady breezes and fine weather. Ship cruising off the island. At 5 p.m. returned

¹⁸ Ata, southernmost of the Tonga Islands, named Pylstart by Tasman.

Whaling Journal of W. B. Rhodes

on board with a quantity of vegetables etc. Hove to for the night, and at 9 a.m. went on shore again. Lat. at Noon $22^{\circ} 35' S$.

MONDAY DECEMBER 5TH. *p.m.* Steady breezes, ship standing towards the island. At 4.30 returned on board. P'Astarts Isle is in Lat. $22^{\circ} 23' S$., Long. $175^{\circ} 49' W$. It is very high but of small extent, being only about 3 or 4 miles in circumference. The landing is both difficult and dangerous even in fine weather, and can only be accomplished in the native canoes. The settlement is on a small flat on the summit of the island, and it is difficult to climb up to it the mountain being nearly perpendicular. Having arrived, we were introduced into the Spirit House or Town Hall and found the Chief, a venerable old man, and most of the natives assembled to receive us. We found the natives very friendly and obliging, and procured some pumpkins, sweet potatoes &c. in exchange for clothing and calico. They have but little refreshment to supply to shipping and are not disposed to let it go very cheap. There is 75 souls on the isle, but principally consisting of children. They are a colony from Tongataboo and have not been more than 20 years on the isle. Cocoa-nut trees and most tropical plants are cultivated. They live entirely on fruits and vegetables, and are an interesting and industrious people. What few young girls there are, are very good-looking. They are not to be procured except by those masters who have often visited the island. Indeed there are only two that have been allowed; and they are considered as wives and kept taboo'd. Captain Brin is the person who first succeeded, and has to pay pretty handsomely to support his lady. She is a fine girl and daughter

Southwards from the Tonga Group

to the Chief. One white man has resided on the island five years and is married to a young native girl.

TUESDAY DECEMBER 6TH. Steady breeze and cloudy, steering to the Southward. Rose a school of blackfish. Lowered 3 boats. I got fast but the iron drew. Lat. $24^{\circ} 22'$ S., Long. $175^{\circ} 36'$ W.

WEDNESDAY DECEMBER 7TH. Steady N.E. breeze and cloudy. Steering S. by E. At 5 p.m. Captain Clapham came on board. Hove to for the night. Kept a good look out but saw nothing but small fish and birds.

THURSDAY DECEMBER 8TH. Northerly breeze with heavy rain, thunder and lightning. *Tamar* in company.

FRIDAY DECEMBER 9TH. Moderate breeze. At 2 p.m. I went on board the *Tamar*, and at 8 returned. Shortened sail for the night. Noon, light Westerly breeze. Lat. obsd. $26^{\circ} 34'$ S., Long. $177^{\circ} 31'$ W.

SATURDAY DECEMBER 10TH. Light breezes and cloudy throughout, saw nothing but small fish. Lat. $27^{\circ} 20'$, Long. $176^{\circ} 24'$.

SUNDAY DECEMBER 11TH. *p.m.* Light breeze and cloudy. At 5 p.m. the Capt. of the *Tamar* came on board, and informed me he intended to proceed direct to the Bay of Islands to refresh. In consequence we determined to part company. I placed letters under his charge for Sydney and England. At 10 a.m. lowered after blackfish. Returned without success. Lat. $27^{\circ} 34'$ S., Long. $176^{\circ} 54'$ W.

MONDAY DECEMBER 12TH. Light breeze and fine weather. Kept a good look out. Saw nothing. Noon, Lat. obsd. $27^{\circ} 43'$, Long. $177^{\circ} 7'$ W.

TUESDAY DECEMBER 13TH. Brisk winds with passing squalls. Saw nothing. Lat. $27^{\circ} 37'$, Long. $179^{\circ} 0'$ W.

Whaling Journal of W. B. Rhodes

WEDNESDAY DECEMBER 14TH. Strong winds with heavy sea. Latter part light airs and fine. Saw nothing. It is very discouraging to be so long without whales. Lat. $28^{\circ} 4'$, Long. 180° .

THURSDAY DECEMBER 15TH. Variable winds and fine weather. Watch employed as most useful. Lat. $29^{\circ} 07' S.$, Long. $178^{\circ} 6' W.$

FRIDAY DECEMBER 16TH. Fresh breezes and cloudy; saw nothing.

SATURDAY DECEMBER 17TH. Moderate Southerly wind and thick cloudy weather. At 2 p.m. saw Sunda island¹⁹ bearing East. Shortened sail during the night. At 5 a.m. I left the ship and proceeded towards the island, effecting a landing through a heavy surf on the West, and at the bottom of a bay about 3 miles deep. To my surprise I found a settler of the name of Read on it with his wife, a New Zealand woman, 3 children and two New Zealand boys. They had been landed on the island by the *Cheviot*²⁰ six weeks previously. Six of the *Cheviot's* men also were on the isle having deserted from that vessel. During the short time James Read had been on the isle he had cleared several acres of land and planted some potatoes, cabbages, pumpkins and other useful vegetables, which were all thriving. He appears to be very industrious and will no doubt in a short time be enabled to supply any vessels that may touch there. I took some mandarin orange, pummy apple, chillie and other seeds on shore (intending to have planted them myself, not imagining

¹⁹ Sunday Island.

²⁰ The *Cheviot*, an English whaler, had spent the 'Bay' season at Cloudy Bay and had lost several men there by desertion (McNab's footnote).

A Settler on Sunday Island

any person was on the island) which I presented to the settler. He has located himself on the margin of a fresh-water lagoon about a quarter of a mile from the beach. There is an abundance of wood as well as water, but the heavy surf will generally make it difficult for shipping to get those articles. There is very little land on the island fit for cultivation, it being very mountainous. The six sailors and the settler had entirely subsisted on an aquatic bird which they called a mutton bird, and cabbage tree. The former are numerous on the isle, and are picked up off the ground without any attempt to make an escape. There is also an abundance of parrots, pigeons and other birds on the island, which may be easily caught in the trees by affixing a noose to the end of a stick. They are not yet sufficiently acquainted to dread their destructive enemy, man. A few goats and pigs are also on the isle but I did not see any of them. I did not sound the bay, but imagine a ship might find a proper depth to anchor in. If so, it would be sheltered from the Northerly winds, but as the winds generally prevail from the Southward and Eastward it is not a safe place to anchor at. The six sailors were very desirous to be taken on board my vessel. I shipped two of them, Hugh Anderson and I. Evoy. I wanted the settler to go on board in his boat, but in launching her she was upset and damaged by the surf. About Noon I succeeded in launching my boat safely and proceeded towards the ship.

SUNDAY DECEMBER 18TH. At 3.30 p.m. arrived on board. Midnight light airs and calms. Daylight moderate breeze and fine weather. Steering to the Southward. At 9 a.m. South end of Sunday isle N.W. by N., both ends

Whaling Journal of W. B. Rhodes

in one, distant about 4 miles. Islets of the North end N.N.E., dist. about 10 miles. I made it in Lat. $29^{\circ} 12' S.$, Long. $178^{\circ} 28' W.$

MONDAY DECEMBER 19TH. Moderate Easterly wind and fine weather. At 2 p.m. saw what is generally called by the whalers Green Island.²¹ During the night light airs and calms. At 10 a.m. two boats quitted the ship to proceed on shore in charge of the Mate and myself. Saw blackfish and small fish.

TUESDAY DECEMBER 20TH. Light airs and calms throughout. I found a good and safe boat harbour on the North end of Green island, and aquatic birds innumerable, with abundance of eggs. The surface of the isle is burrowed all over (and appears like an honeycomb) by the birds, and the soil is so loose that a step can scarcely be taken without sinking up to the knees in the burrows. There are a few stunted trees and a little wild parsley and other herbage on the most elevated part, which is the South end, and abounds with goats and pigs. Macauley's isle (or Rocks)²² are seen plainly from Green island, bearing South from it at the distance of 11 or 12 leagues. Ship becalmed about 7 miles off the South end Green island. Mutton birds are in such abundance, and so easily procured, having nothing more to do than take them from their burrows or pick them up off the ground—they do not make the least effort to escape—that shiploads might be procured. At 8 p.m. the two boats got alongside the ship, having procured 7 goats, an abundance of birds and eggs, and

²¹ This was Macauley Island in the Kermadec Group.

²² Rhodes means merely Macauley's Rock, as Green Island itself was Macauley's Isle.

Goats and Pigs from Green Island

some fish. Hove the ship to for the night. Daylight, calms. At 8 a.m. allowed two other boats to go on shore at Green island. At noon Green island South end N. $\frac{1}{4}$ W., distance about 7 miles, Macauley's Rocks South, dist. about 9 leagues.

WEDNESDAY DECEMBER 21ST. Light airs and calms. At 7 p.m. the boats returned, bringing two pigs, a quantity of birds and eggs with some fish. Steered to the S.W. with a light S.E. wind. Made Green isle in Latitude $30^{\circ} 8' S.$, Long. $177^{\circ} 44' W.$ Lat. obsd. at noon $30^{\circ} 24' S.$, Long. $178^{\circ} 12' W.$

THURSDAY DECEMBER 22ND. Light airs next to calms. Kept a good look out but saw nothing worthy of notice. The goats procured at Green island were miserably poor, and the pigs from their fishy flavour, could not be eaten—no doubt caused by their subsisting on the flesh of aquatic birds. No water was seen on the island, although the crew traversed it in every part. Lat. obsd. $30^{\circ} 41' S.$, Long. $178^{\circ} 44' W.$

FRIDAY DECEMBER 23RD. Light breeze and fine. At 4.30 saw blackfish. Lowered the boats after them. At 6 returned without success. Lat. obsd. $31^{\circ} 22' S.$, Long. $178^{\circ} 48' W.$

SATURDAY DECEMBER 24TH. Light airs and calms. At 4 saw the French Rock bearing E. by N., distance 8 or 9 leagues. Daylight, light S.E. winds. Saw a sail to windward. Noon, French Rock East. It answers for Brind's Rock on the chart, with the exception of a reef in the vicinity. I believe there is no other dangers nor any more islands than Sunda, Green and Macauley's which form the Kermadec or Curtis Group, although

Whaling Journal of W. B. Rhodes

numerous islands and dangers are marked on the charts.

SUNDAY DECEMBER 25TH. Light airs next to calms. At 4 saw spouts. Lowered three boats. At 5.30 the boats returned, not having seen anything either from the boats or ship since the first time. Having had such bad luck for so long a period we did not much enjoy our Christmas. Lat. $31^{\circ} 38' S.$, Long. $179^{\circ} 29' W.$

MONDAY DECEMBER 26TH. Variable light winds. Saw grampuses and small fish. Lat. obsd. $32^{\circ} 12' S.$

TUESDAY DECEMBER 27TH. Light variable contrary winds. Saw nothing worthy of notice. Lat. obsd. $32^{\circ} 25' S.$, Long. $179^{\circ} 17' W.$

WEDNESDAY DECEMBER 28TH. First part variable winds and cloudy. At 4 p.m. saw spouts to leeward. Ran down towards them and hove to. At 5.30 filled the main yard, having seen nothing more of them. Latter part moderate S.W. wind. Lat. obsd. $32^{\circ} 05' S.$

THURSDAY DECEMBER 29TH. Fresh S.W. wind and fine weather. At 4 a.m. rose a large school of sperm whales astern going to leeward. Wore ship after them. At 5 lowered all the boats. At sunset gave up the chase, whales going too fast. At 8 the boats returned.

FRIDAY DECEMBER 30TH. Strong S.W. winds and squally weather. Saw nothing. Lat. obsd. $32^{\circ} 4' S.$

SATURDAY DECEMBER 31ST. Strong S.W. winds and cloudy, with a heavy head sea. Ship under double-reefed sails. Lat. obsd. $31^{\circ} 53' S.$

SUNDAY JANUARY 1ST, 1837. Begins fresh breezes and fine weather. Mustered the crew. As an inducement to keep a better look out I promised a gratuity of one pound to any seaman or boy who first reports whales,

The First Week of 1837

providing they should afterwards be caught, and to any officer who shall report the greatest number of whales I promised him a watch on the conclusion of the voyage.

Lat. $31^{\circ} 52'$ S., Long. $178^{\circ} 36'$ E.

MONDAY JANUARY 2ND. Steady breeze and fine, steering to the Southward. Saw several sunfish and other fish. Reminded the officers and crew of the bad effects of sitting down carelessly at the mast head, which is very much to the detriment of the voyage. Lat. $32^{\circ} 35'$ S.

TUESDAY JANUARY 3RD. Moderate contrary winds and fine weather. Saw nothing worthy of notice. I feel very uncomfortable at our bad luck. Long. $178^{\circ} 39'$ E., Lat. $32^{\circ} 37'$.

WEDNESDAY JANUARY 4TH. First part light airs next to calms. Saw several grampuses breaching. At 3 saw white water. Lowered two boats. At 6 the boats returned without success. At 10 p.m. the wind hauled round to the Southward. Lat. $32^{\circ} 23'$, Long. $178^{\circ} 24'$ E.

THURSDAY JANUARY 5TH. Light Southerly wind, saw some grampuses. Lat. obsd. $32^{\circ} 11'$ S.

FRIDAY JANUARY 6TH. Strong Northerly breeze. Latter part hard gale. Got the waste boats in on deck. Saw nothing. Lat. obsd. $33^{\circ} 42'$, Long. $174^{\circ} 54'$ E.

SATURDAY JANUARY 7TH. Hard N.E. gale, with a heavy sea; ship pitching and labouring much. Lat. $33^{\circ} 24'$ S.

SUNDAY JANUARY 8TH. Light winds and variable, with a heavy confused sea running.

MONDAY JANUARY 9TH. At 3 p.m. a breeze sprung up from the Northward. At 8 squally with heavy rain. *a.m.* moderate. Got the waste boats out. Saw nothing. Lat. $33^{\circ} 50'$ S., Long. $174^{\circ} 38'$ E'

Whaling Journal of W. B. Rhodes

TUESDAY JANUARY 10TH. First part fresh breeze and cloudy. Saw a spout. At 1 lowered after it. At 3 the boats returned it being a fin-back. Sunset strong breeze and cloudy. Wind W.N.W. At daylight saw the land about the North Cape, New Zealand bearing South by W., a strange sail in sight. Saw a spout on the larboard bow. Lowered 3 boats in chase. At 9 came up with a hump-back. At 10 the boats returned; hoisted them up and stood to the Southward. At noon ship astern. North Cape S.W. by S. Lat. $33^{\circ} 57' S$.

WEDNESDAY JANUARY 11TH. Fresh breeze and cloudy. At 5 spoke the ship *Pusey Hall*, of London, out 3 years, 1700 barrels. I went on board. He informed me that he had been cruising during the last month on the West Coast of New Zealand as far as 38° South, and had seen nothing. He had been two seasons on Japan with very indifferent success. At 10 returned on board. Daylight, saw a schooner standing along the land. At noon North Cape W. $\frac{1}{2}$ S., dist. 4 or 5 leagues. Lat. $34^{\circ} 28'$, Long. $173^{\circ} 23' E$.

THURSDAY JANUARY 12TH. Fresh W.S.W. gale and cloudy weather. North Cape S.S.W. dist. 4 or 5 leagues.

FRIDAY JANUARY 13TH. Strong W.S.W. wind and fine weather. At 4 saw a strange sail steering to the Eastward. Daylight, 3 sail in sight. By the North Cape I found the chronometer to have an error of 36 miles West and to be 2h. 55m. 5s. fast of Greenwich, rate 2" gaining. The land and 3 sail in sight. Lat. $33^{\circ} 41' S$.

SATURDAY JANUARY 14TH. Light S.W. winds throughout. 3 sail in sight. Lat. obsd. $33^{\circ} 38' S$.

SUNDAY JANUARY 15TH. Lowered two boats to go a-fishing and trade at the Three Kings. Found here a

Maori Colonists at the Three Kings

Colony of 8 families from the opposite coast. We succeeded in only getting 2 or three baskets of bad potatoes from them; they informed me that all the vessels cruising in the vicinity had done badly.

MONDAY JANUARY 16TH. Calm during the night. found a strong current setting towards the islands. Lowered all boats to tow at 4 a.m. A light breeze springing up, called the boats alongside. Lat. $34^{\circ} 20' S$.

TUESDAY JANUARY 17TH, 1837. Light breezes, steering to the West. The Three Kings and two strange sail in sight.

WEDNESDAY JANUARY 18TH. Light airs at 6 a.m. The Chief Officer of the ship *Roslin Castle*²³ came on board. At 9 I proceeded on board to visit Captain Richards. Lat. $34^{\circ} 11' S$.

THURSDAY JANUARY 19TH. Light breeze and fine weather. The *Roslin Castle* had procured 700 barrels black and 200 sperm oil since leaving the bays. He had been cruising off the West Coast, and is now bound to the Bay of Islands. Lat. obsd. $33^{\circ} 49' S$, Long. $170^{\circ} 00' E$.

N.B. Seeing no further inducement to cruise off the Three Kings determined to steer towards [Lord] Howe's island.

JANUARY 31ST. At 5.30 p.m. Ball's Pyramid in line with Howe's island bearing N.W. by W., dist. 7 leagues. Since the 20th we saw nothing worthy of notice.

WEDNESDAY FEBRUARY 1ST. Strong S.E. gale with heavy sea. Ship hove to under close-reefed main topsail. Saw spouts but could not ascertain of what description. At 8 a.m. saw a breach ahead. At noon, Howe's island N.E. by E.

²³ *Roslyn Castle*.

Whaling Journal of W. B. Rhodes

FEBRUARY 2ND TO 8TH. Cruising between Howe's island and Elizabeth reef. Most part strong breezes. Saw nothing but blackfish. At 7 p.m. Howe's Island E. by S. to S.E., dist. 4 leagues. At daylight saw a strange sail. Lat. obsd. $31^{\circ} 30'$, Long. $157^{\circ} 20'$ E.

FEBRUARY 9TH. Steady Easterly wind. Altered the course to N.W. by W. intending to stand in close to the coast of New Holland. Lat. $30^{\circ} 32'$, Long. $155^{\circ} 44'$ E.

FEBRUARY 10TH TO 17TH. Most part hard Easterly gales with a heavy sea. Boats well secured. During this time, had we seen whales it would not have been prudent to lower, the ship steering to the Northward under all the sail she could carry to keep clear of the coast. Lat. obsd. $24^{\circ} 37'$ S., Long. by chronometer $158^{\circ} 3'$ E.

SATURDAY FEBRUARY 18TH. First part hard S.W. gales. At 4 p.m. saw spouts to windward; too much sea to lower boats. I now intend standing to the Eastward and towards the Bay of Islands to refresh. Lat. $25^{\circ} 31'$ S., Long. $160^{\circ} 26'$ E.

FEBRUARY 19TH TO 25TH. Variable winds and weather. Kept a good look out, but saw nothing worthy of notice, excepting blackfish and porpoises. Lat. obsd. $26^{\circ} 55'$ S., Long. $160^{\circ} 19'$ E.

SUNDAY FEBRUARY 26TH. Light Westerly winds and fine weather. At 1 p.m. saw spouts ahead. Lowered 3 boats after them. At 5 the boats returned, whales going too fast. Lat. obsd. $27^{\circ} 28'$ S., Long. $160^{\circ} 50'$ E.

FEBRUARY 27TH AND 28TH. Fresh S.E. breeze and fine weather. Saw nothing. Lat. $26^{\circ} 41'$ S., Long $163^{\circ} 35'$ E.

MARCH 1ST. Fresh Easterly winds. Saw nothing.

The first Whale for Four Months

MARCH 2ND. Fresh breeze and cloudy. At daylight light winds and fine. Saw a spout ahead 5 miles distant. At 7 a.m. spout 2 miles off. Lowered 3 boats. At 9 the whale rose close to the ship. The Captain lowered his boat and at 11 got fast, but shortly after his iron drew. Afterwards the 3rd Mate and then the 2nd Mate got up alongside the whale and dartered, but did not fasten. It was through carelessness or bad management that the whale was not secured. Noon, boats in chase, the whale going to the N.W.

FRIDAY MARCH 3RD. At sunset the boats returned without success. Shortened sail and stood towards the N.E. At 6 a.m. breeze sprung up from the S.E.

SATURDAY MARCH 4TH. Steady Southerly breeze, standing E. by S. Employed painting ship inside. Saw nothing.

SUNDAY MARCH 5TH. At 3 p.m. saw a spout off the starboard beam about a mile off. Lowered three boats. At 2 p.m. the Mate got fast, and at 4 got the whale alongside. Shortened sail and secured the whale for the night. It was a source of great gratification to have caught a whale, which we estimate at 76 barrels, after more than four months' tedious cruising since the last.

MONDAY MARCH 6TH. Light breeze and fine weather. At sunset got the body in and secured the head astern for the night, and began to boil out the blubber. Daylight saw a strange sail standing towards us.

TUESDAY MARCH 7TH. Saw a spout about three miles off (and near the barque which proved to be the *Harriet*). Lowered two boats at 1.30. The *Harriet's* boats

Whaling Journal of W. B. Rhodes

fastened to, and killed, a large whale. At 2 p.m. our boats returned. At 4 p.m. I went on board the *Harriet* and ascertained she was six weeks out of Sydney, the above being the first whale. At 9 a.m. saw spouts close to the *Harriet*. Lowered two boats. The *Harriet's* boats got fast and killed a 40-barrel bull whale. Our boats returned, and hoisted them up. Lat. $27^{\circ} 2' S.$, Long $164^{\circ} 3' E.$

MARCH 8 & 9TH. Light airs and fine weather. The *Harriet* in company boiling out. At sunset finished boiling out.

MARCH 10TH & 11TH. Fresh Easterly breeze and squally. Steering to the Southward. At 5 p.m. finished stowing oil. Lat. obsd. $28^{\circ} 11' S.$, Long $164^{\circ} 20' E.$

MARCH 12TH TO 18TH. Most part moderate Easterly winds and fine weather. Saw blackfish and small fish at intervals. Lat. $31^{\circ} 40'$, Long. $170^{\circ} 57' E.$

SUNDAY MARCH 19TH. Steady breezes and cloudy; standing to the S.E. At 3 p.m. saw a spout at the starboard bow about 5 miles dist. At 3.15 lowered the boats after them, whales going fast to windward. At sunset the boats returned without success. Lat. obsd. $30^{\circ} 48' S.$

MARCH 20TH. Steady Northerly breeze; steering to the S.E. Ground lively. Noon, cloudy.

TUESDAY MARCH 21ST. Steady breezes and cloudy, with rain; steering S.E. Wind N.N.W. Night, shortened sail. At 6.30 saw spouts on the larboard beam. Lowered the boats after the. At 9 got fast. The whale sounded, and the iron drew out. At 11.30 the boats returned without success. No observation.

Off North Cape, New Zealand

WEDNESDAY MARCH 22ND. *p.m.* Fresh breeze and cloudy. At 1.30 *p.m.* saw whales. Lowered the boats after them. At *p.m.* got fast to a large whale (3rd Mate). At 6 took the whale alongside and secured it for the night. Daylight, began to cut in the whale. 2 sail in sight.



THURSDAY MARCH 23RD. *p.m.* Steady breezes, with passing showers of rain. At 7 finished cutting in, and at 10 began to boil out. At 8 *a.m.* saw the land about the North Cape. A sail in sight.

FRIDAY MARCH 24TH. 0'30". *p.m.* saw a large school of whales. Lowered 3 boats after them. A brig in company. Whales going fast. At 3 the boats returned without success. *a.m.* light Northerly breeze. Employed boiling out. Lat. $33^{\circ} 59'$, Long. $173^{\circ} 31' E$.

SATURDAY MARCH 25TH. Light airs and fine. At sunset saw the land bearing South. At 2.30 *a.m.* finished boiling out.

SUNDAY MARCH 26TH. *p.m.* Strong increasing N.N.W. wind, with cloudy weather. Hoisted the lee boats up to the davit heads. *a.m.* Hard gale, reduced sail to a close-reefed main topsail. At 7 a heavy sea washed away the larboard quarter boat. At 8 the wind shifted suddenly round to the Westward. Wore ship to the N.N.W. Noon, hard gales, ship labouring much. Lat. $34^{\circ} 45'$, Long. $174^{\circ} 25'$.

MONDAY MARCH 27TH. *p.m.* Continuous hard gales. Sent down the top-gallant yards. At 2 more moderate, and at 4 made sail. Sunset, light airs and clear, wind N.W. Midnight, fresh gale and cloudy with rain. Daylight,

Whaling Journal of W. B. Rhodes

began to break out the hold for stowing down oil. Noon, fresh gale and clear weather. Employed stowing down oil. Lat. obsd. $35^{\circ} 44'$, Long. $174^{\circ} 25'$ E.

TUESDAY MARCH 28TH. *p.m.* Fresh Westerly gale and cloudy. At 5.30 finished stowing down oil (—) barrels. Midnight, fresh breeze and squally. At 9 a.m. spoke the *Pantheon*, Capt. Pell, out 18 months. The last 8 months they had picked up 800 barrels off Vasque Isle. The Captain came on board to endeavour to get a boat from us, having lost three of his boats during the late gale on the 26th inst. Lat. obsd. $34^{\circ} 56'$, Long. $175^{\circ} 12'$ E.

WEDNESDAY MARCH 29TH. Moderate breeze and fine weather. The Captain of the *Pantheon* determined to proceed to the Bay of Islands for boats. At 5 p.m. saw the land about Cape Breñ bearing W.S.W. dist. about 10 leagues. Wind W.N.W. Having had such bad luck, I determined to take a look off the North Cape again and endeavour to get another whale before going into the Bay. *a.m.* Fresh S.W. wind, steering N.E. by N. Lat obsd. $34^{\circ} 2'$ S., Long. $175^{\circ} 39'$ E.

MARCH 30 AND 31ST. Most part fresh S.W. breeze and fine weather. Ground lively. Saw blackfish and porpoises. Lat. $32^{\circ} 52'$ S., Long. $174^{\circ} 42'$ E.

APRIL 1ST TO 3RD. Most part moderate Southerly breeze and fine weather, cruising off the North Cape. Saw nothing worthy of notice. 4 hands sick and off duty. Lat. $32^{\circ} 44'$, Long. $172^{\circ} 34'$ E (on the 2nd).

TUESDAY APRIL 4TH. *p.m.* Steady breeze and fine. At 6 a.m. saw a spout to the N.E. Down 3 boats after it. Noon, boats in chase.

A Ninety-four-Barrel Whale

APRIL 5TH. At 3 p.m. the Mate got fast, and afterwards got stove. The Capt. then fastened to the whale, leaving the Mate to kill it and then proceeded on board with the Mate's stove boat. The other boats were out of sight chasing whales in another direction. At 4 got the whale killed. Soon after, the other boats appeared, not having been successful. At 5 got the whale alongside, and secured it for the night. We estimate it at 94 barrels; it is the finest whale we have yet procured. At daylight, fine weather. Began to cut in the whale. Noon, calm. 3 hands sick. Lat. obsd. $32^{\circ} 44' S$.



APRIL 6TH. *p.m.* Light airs and calms and clear weather. At 6.30 finished cutting in the body and secured the head astern for the night, and began to boil out. Daylight, began to take in the junk. Noon, calms. Employed bailing the case. Saw spouts to the N.W. Three hands sick.

FRIDAY APRIL 7TH. Fine weather throughout. *p.m.* Got the junk cut up and things secured about the decks. Watch employed boiling out the junk. Noon, lowered a boat and got a sun-fish. Lat. $32^{\circ} 47' S$.

SATURDAY APRIL 8TH. Light Northerly wind. At 3 p.m. saw black-skin about 3 miles off. Lowered two boats. At 4.30 the boats returned. Saw a school of blackfish. Watch employed boiling out the whale. Saw a fin-back. 3 hands sick.

SUNDAY APRIL 9TH. *p.m.* Steady breezes and fine. Finished boiling out the whale. Saw the land bearing S.W. Steering S.E., wind N.E. Sunset shortened sail to close-reefed topsails, and hauled to the wind. Daylight, began to break out the main hatchway. Employed stowing

Whaling Journal of W. B. Rhodes

down oil. Noon, fresh Northerly breeze, ship steering to the Eastward. Point Pocock S. by E., dist. 10 leagues.

MONDAY APRIL 10TH. First part fresh breezes and cloudy. Employed stowing down oil. Steering to the Eastward. Wind N.N.E. Noon, strong breeze and cloudy; finished stowing down the oil. Wore ship to the W.N.W. Wind North. 2 hands sick. Lat. obsd. $35^{\circ} 00' S$.

TUESDAY APRIL 11TH. Strong breezes and cloudy employed cleaning the decks and other necessary work. *a.m.* Do. weather. Daylight, made sail and stood towards the land. At 10 spoke the *George Clinton*, of Hudson, bound to the Bay of Islands. Lamb & Dickson sick. Lat. $34^{\circ} 37' S$, Long. $174^{\circ} 24' E$.

WEDNESDAY APRIL 12TH. *p.m.* Fresh breeze and cloudy. At 3 *a.m.* saw the land, and at 5 shortened sail to close-reefed topsails and stood off and on for the night. Point Pocock bearing South. Daylight, made sail and stood towards the Bay of Islands. At 8 bent cables and got the anchors clear. At noon fresh breeze and fine; saw three vessels beating out of the Bay. Cape Brett E. by S., Point Pocock S.W. $\frac{1}{2}$ W. At 2.30 *p.m.* spoke the barque *Achilles* of London, out 2 years, 800 barrels of sperm oil. At 3 Mr. Mayers came on board; at 4 anchored near Mr. Clendon's Point in the Bay of Islands in 7 fthms. water, with the small bower. Gave her 50 fthms. chain. Found 10 vessels at anchor. This log contains 36 hours.

Barque 'Australian' at the Bay of Islands

APRIL 13TH 1837.²⁴ I found six months' provisions had been awaiting our arrival some time, and that the natives were in a disturbed state. Consequently we set about getting the stores on board as quick as possible and succeeded in getting everything on board by the 16th inst. In the letters from the owners I was directed to ship some oil up to Sydney, and when the ship was ready to proceed direct to the bays a-Right Whaling; and at the end of the season to return to Sydney. The crew refused to tranship any oil without they was paid off afterwards; consequently, as no more men was to be had, I was obliged to submit.

On the 19th inst. about 35 large canoes full of men, and all armed with muskets, passed the ship in their way down from Kororadica²⁵ to the *pa* of Poomary.²⁶ Mr. Clenden²⁷ being apprehensive they would attack his house, I landed with two boat crews to protect him and his property. Mrs. Clenden and children proceeded to the Mission in

²⁴ For documents relating to this day see the following:- discharges of seamen, Appendix 15, p. 108; owners' instructions and letter of advice re stores per *Currency Lass*, Appendix 8, p. 99; list of stores, Appendix 12, p. 104; refusal of crew to permit shipment of oil, Appendix 11, p. 104.

²⁵ Kororareka.

²⁶ Pomare.

²⁷ This was J. R. Clendon, originally master of the *City of Edinburgh*, who became a leading merchant at the Bay of Islands, and was also the first United States Consul there.

Whaling Journal of W. B. Rhodes

one of my boats. A house belonging to an European near Mr. Clenden's was plundered. In the afternoon the boats retreated, having lost 3 of their Chiefs in battle.

Owing to the natives being at war we could get no trade from them. Indeed we were always in great anxiety, not knowing but what the natives might attack the shipping. The Europeans residing on shore were in a great state of alarm, and all anxious to quit the country. Through the detestable system of the grog shops the crew and officers were constantly in a state of drunkenness. 5 of the crew ran away and one was turned out of the ship for attempting to kill a seaman and myself; but notwithstanding the bad state of discipline the ship was ready for sea on the 27th April.

APRIL 29TH. All the canoes came up from Kororadica to fight the Tupa natives, and after a great quantity of ammunition had been expended, retreated again. I did not learn the mischief done. The crew on shore on liberty. We are now only waiting for men, being all ready for sea.²⁸

MAY 2ND. Weighed anchor and dropped below the shipping. 38 canoes were up to-day to fight the Tupa. On the 4th I took the ship down to Tipoona²⁹ so as to be ready to start as soon as I could get men. During our stay at the Bay I procured 2310 lbs fresh pork and 3 tons of potatoes, which gave the crew a good refreshment. From this time to the 9th instant I was busily employed in endeavouring to complete the crew for Right Whaling,

²⁸ For survey of bread made this day see Appendix 13, p. 105; for accounts incurred at Bay of Islands see Appendix 14, p. 106.

²⁹ Te Puna.

At the Bay of Islands

but as fast as I got two or three men others deserted, and I could never muster more than 29 in all, including a large proportion of boys and New Zealanders. As I could see no hopes of procuring a crew efficient for the Bays; and being strongly advised by Mr Clenden to detain the ship no longer,³⁰ but proceed at once a-Sperm Whaling, I was reluctantly compelled to adopt the latter, though contrary to the tenor of my owners' instructions.

MAY 10TH. Employed this day in endeavouring to find two men, Adamson & Deal, who had deserted last evening. Discharged Lamb & Dixon and sent them up to Sydney sick, being entirely unfit to proceed on the voyage.³¹

MAY 11TH. Determined on proceeding to sea with what men I have got—viz. 29. At 10 a.m. weighed anchor, 2 boats ahead towing the vessel out of Te Puna. At 11 made sail with a Westerly breeze and stood out of the Bay of Islands. Capt. Clapham and boat's crew on board.

³⁰ See Clenden's letter, Appendix 9, p. 102.

³¹ For articles of two Maori seamen taken on this day, see Appendix 16, p. 108.

*Barque 'Australian' from Bay of Islands
towards Coast of New Holland
and from thence towards
the Friendly Islands and Vavaoo
cruizing for Sperm Whales 1837*

MAY 12TH. Moderate breeze and fine. At 2 p.m. Capt. Clapham left the ship off the Ninepin. Employed unbending cables and stowing the anchor. Sunset, Cape Breñ South; North extreme of the land W. by S. *a.m.* Brisk increasing gale, ship steering N. by W. Noon, gale increasing close-reefed the topsails. Lat. $34^{\circ} 22'$ S. From the 12th to the 19th inst. most part hard Westerly gales. Saw nothing worthy of notice, ship steering towards Macauley's or Green isle. At noon it bore E. by N.

MAY 20TH TO 21ST. Most parts hard gales, ship labouring much. Noon, moderate. Green isle S.E. by E.; Sunda isle N.E. Lat. $29^{\circ} 48'$ S.

MAY 22ND. Light airs and calms. At 6 a.m. breeze sprung up from the Eastward, steering S.E. by S. Noon, Green island E. by S. wind E.N.E., steering S.E. People employed as most requisite. Lat. obsd. $30^{\circ} 6'$, Long. $17^{\circ} 28'$ W.

MAY 23RD. Light Easterly wind and fine weather.

From Kermadecs towards New Caledonia

Saw nothing worthy of notice, excepting the islands. At 10.35 a.m. Macauley's rocks E.N.E. dist. 1 league, and at noon North, dist. 5 miles. Lat. obsd. $30^{\circ} 33' S.$, Long. at 10.35 a.m. $178^{\circ} 34' W.$

MAY 24TH. Steady N.N.E. wind and fine weather. Steering W.N.W., endeavouring to get towards New Holland. Sunset, Green isle N.N.E., Macauley's rocks E.N.E. Lat. obsd. at noon $29^{\circ} 49' S.$, Long. $179^{\circ} 45' W.$

MAY 25TH TO 27TH. Northerly breezes, ship steering to the Westward. Saw nothing but fin-backs. Lat. $28^{\circ} 58'$, Long. $178^{\circ} 24' E.$

MAY 28TH TO 31ST. Most part Westerly and N.W. winds and cloudy weather. Saw nothing. Lat. obsd. $25^{\circ} 06' S.$

JUNE 1ST. Variable winds and hazy. Saw nothing. Lat. obsd. $24^{\circ} 30' S.$, Long. $178^{\circ} 8' E.$

JUNE 2ND. Light Westerly winds, steering to the Northward. Kept a good look out, saw nothing. Lat. $24^{\circ} 20'$, Long. $178^{\circ} 1' E.$

JUNE 3RD. *p.m.* Steady breeze and fine weather. At sunset light airs from the South. At 7.30 a.m. saw a spout on the starboard beam. Stood towards it. At 8 lowered two boats and at 11 all boats in chase of the whale. The 2nd Mate fastened, but his iron drew again. At noon the Captain got fast to windward, all the other boats out of sight chasing whales to leeward. Wind Easterly with fine weather.

JUNE 4TH. At 1 p.m. the Mate got fast to the Captain's whale. At 2.30 got the whale killed. Took her alongside and went to dinner. At 4 began to cut in. At sunset got the



Whaling Journal of W. B. Rhodes

head partly off, and secured the whale for the night. Daylight, recommenced cutting in. Noon, moderate breeze and cloudy. The Mate sick and off duty.

JUNE 5TH. Moderate breeze and thick cloudy weather. Got the body in and hung the head astern for the night. At 8 p.m. began to boil out the whale. Daylight, began to cut in the head. Noon, employed baling the case. Lat. obsd. $23^{\circ} 26' S$.

JUNE 6TH. Steady Southerly breeze. At 4 p.m. finished cutting in the whale. Made sail to the Westward.

JUNE 7TH. Moderate Southerly wind and haze. At 9 a.m. finished boiling out. At 10.30 saw a large whale going fast to windward. Lowered three boats after him without success.

JUNE 8TH. Wind hauled round to the Eastward. Employed clearing away the hold and stowing down oil.

JUNE 9TH. Fresh Easterly breeze and thick cloudy weather. Saw a strange sail standing Northward. *a.m.* Wind hauled round to the S.W. with hard squalls and rain. Employed stowing down oil &c. 70 barrels.

JUNE 10TH. Moderate S.W. breeze and cloudy weather. Ground lively with small fish &c. *a.m.* Employed cleaning the decks. Lat. obsd. $23^{\circ} 3' S$, Long. $174^{\circ} 56' E$.

JUNE 11TH TO 18TH. Most part S.E. winds and fine whaling weather, ground lively. Saw abundance of small fish and fin-backs, indeed all kinds of fish but sperm whales. Lat. $23^{\circ} 53'$, Long. $168^{\circ} 37' E$.

JUNE 19TH. Moderate trade wind and fine whaling weather. At 3.30 p.m. saw a spout ahead. Lowered 2 boats after it. At 4 down all boats. A great number of whales in sight. Chased till dark; the boats returned without

Near Walpole Island

success. Hove the ship to for the night. Daylight, fresh breeze and cloudy, wind Westerly; steering S.S.W. Lat. $23^{\circ} 52' S.$, Long. $168^{\circ} 38' E.$

TUESDAY JUNE 20TH. *p.m.* Wind and weather as yesterday. At 4.30 *p.m.* saw breaches and spouts on the weather beam, distant about 5 miles.



At sunset the two boats returned that had been sent after them. Saw no more of the spouts &c. Shortened sail for the night. Wind Westerly. *a.m.* Fresh breeze and cloudy. At 7.30 rose a school of sperm whales on the starboard beam about 4 miles off. At 8 lowered the boats after them. All the boats got fast. At 11 got the whales killed. The school took off. At noon the Captain got his whale alongside.

JUNE 21ST. *p.m.* Fresh breeze and cloudy with passing showers of rain. At 4.30 got the other two cow whales and a calf alongside. At 5 *p.m.* commenced cutting in. The hook tore out several times. At sunset left off for the night, having done nothing. At daylight began to cut in. Found that the calf had parted the fluke rope during the night and was lost. Noon, moderate breeze and fine weather. Began to try out. Lat. $24^{\circ} 13' S.$, Long $168^{\circ} 0' E.$

JUNE 22ND. At 1 *p.m.* finished cutting in the 3 school whales. Saw breaches to the Northward about 6 or 7 miles distant. Stood towards them but saw nothing more. Wind N.W. steady breeze and fine whaling weather. *a.m.* Employed boiling out the whales. Noon do.—Weather. Wind W.N.W.; steering to the Northward.

JUNE 23RD. Fine whaling weather. Saw a great number of fin-backs, small fish and birds; ground very

Whaling Journal of W. B. Rhodes

lively. Employed boiling out the whales. Lat. 23° S.

JUNE 24TH. Moderate Northerly breeze and charming whaling weather. At 3.30 p.m. saw a large school of sperm whales distant about 5 or 6 miles. Lowered the boats after them. Finished trying out—barrels. At sunset the boats returned without success. *a.m.* At daylight broke out the hold and cleared away for stowing down the oil. Noon, moderate breeze and hazy; standing to the S.W. Lat. $23^{\circ} 3'$ S., Long. $169^{\circ} 22'$ E.

JUNE 25TH. Moderate breeze and hazy, ground lively. Employed stowing down oil. Noon, finished stowing down. Thick weather, winds variable.

JUNE 26TH. *p.m.* Weather as yesterday. Employed restowing the after hold and filling salt water. At 4 fresh gale, close-reefed the topsails. Wind shifted South to West. *a.m.* Daylight, made sail, wind S.W., steering W.N.W. At 11.30 saw a school of sperm whales. Lowered all the boats after them. At noon the Mate got fast: the whale sounded and his iron drew. The whales took to windward.

JUNE 27TH. Light breeze and hazy. All boats in chase of the whales. The Captain's boat got up to the school several times. Only one boat in sight the other boats gave in. At 4 the Captain's boat darted, but did not fasten. At 6 the boats returned to the ship without success. Shortened sail for the night. *a.m.* Fresh breeze and hazy weather.

JUNE 28TH. At 2.30 p.m. saw breaches to windward 6 or 7 miles off, ship beating to windward. Saw nothing more of them. *a.m.* Wind S.W. with moderate weather and clear, ground lively. Saw fin-backs and small fish. Lat. obsd. $23^{\circ} 25'$ S., Long. $170^{\circ} 8'$ E.

Off New Caledonia

JUNE 29TH. Fresh breeze and cloudy, ground lively. Lat. $22^{\circ} 34'$ S.

JUNE 30TH. *p.m.* do. weather. At 4 saw Walpole's island.³² It is moderately high and extremely level, covered with stunted brushwood and has a pleasing appearance. Noon, steady E.S.E. wind and fine weather, steering S.S.W. Walpole's island N.N.E., 3 leagues. Lat. $22^{\circ} 40'$, Long. $169^{\circ} 20'$ E.

JULY 1ST TO 10TH. During this time fine whaling weather, ground lively with fin-backs, porpoises, small fish, &c., indeed everything but sperm whales. Cruising off the South end of New Caledonia with the reef in sight at times. On the 3rd at 11 a.m. South part of the reef North, dist. 2 miles. I made it in Lat. $23^{\circ} 7'$ S., Long $167^{\circ} 2'$ E. The reef appears to be placed too far to the Westward by the charts.

JULY 11TH. *p.m.* Light airs inclinable to calms. At 4.30 *p.m.* two large sperm whales rose up close alongside the ship and were alarmed by the ship passing over them. Lowered the boats but saw no more of them. At a little after sunset the boats returned.

During supper in the cabin the Captain remarked that it was a great shame the whales were not seen rising before (Wm. Walter, 3rd Mate, being the officer at the masthead at the time). Walter said: 'D——m his heart, they were not whales.' The Captain replied as well as the Mate that not only themselves but 5 or 6 others had seen them, and that there was no doubt but they were of the sperm kind. Walter then assumed a very insolent tone at the cabin table, and amongst other things said it was a

³² Walpole Island, south of the Loyalty Group, and east of the southern end of New Caledonia.

Whaling Journal of W. B. Rhodes

dam'd lie and that all who said so were bloody liars. The Captain ordered him out of the cabin and told him that he should no longer act as 3rd Mate.

Made Wm. Hitchings, boat-steerer, 3rd Mate in the place of Walter. *a.m.* Steady breeze and fine whaling weather, ground lively. Lat. $23^{\circ} 24' S.$, Long. $164^{\circ} 17' E.$

JULY 12TH. At 2 p.m. saw breaches to the Southward about 10 miles off and at 4 saw spouts about 4 miles off going fast W.N.W., ship steering after under all sail. Could not come up with them. Sunset, shortened sail. Wind N.N.E. At 10 a.m. saw breaches to the Southd., 8 or 10 miles of. Stood after them, and at 11 saw spouts to windward. Lowered three boats after them. Noon, strong breeze and cloudy, in top-gallant sails. Lat. $22^{\circ} 58' S.$, Long. $162^{\circ} 52' E.$

JULY 13TH. *p.m.* Boats in chase of whales going fast to windward. At 2 p.m. boats returned. Hoisted them up and steered W.N.W., wind North. At 9.30 a.m. a heavy squall took the ship aback from the Southward. Noon, strong breeze and cloudy.

JULY 14TH & 15TH. Most part fresh breezes and variable, ground lively. Saw fin-backs and hump-backs and small fish. Lat. obsd. $23^{\circ} 1' S.$, Long. $160^{\circ} 24' E.$

JULY 16TH. At 2.30 p.m. saw spouts ahead. At 3 lowered the boats after them, and at 4 the Second Mate got fast to a large whale. Shortly after the Mate fastened to another, which took to windward. At 6 got both whales killed and one alongside. The Captain's boat went to assist the Mate. At 9 p.m. all the boats towing the whale, and



Towards the Australian Coast

at 2 p.m. got her alongside the ship. At daylight began to get ready to cut in the whales. Noon, fine weather.

JULY 17TH. Light airs and calm throughout. At 4 p.m. finished cutting in one whale and hung the head astern. Began to cut in the other whale. At sunset left off for the night and commenced boiling out. Daylight, recommenced cutting and at noon finished the body. Lat. $23^{\circ} 3' S.$, Long. $160^{\circ} 38' E.$

JULY 18TH. First part calm weather. Employed trying out the body of the whales and cutting in the junk. At 6 p.m. got one case baled and junk cut up. Hung the other head astern, with a fluke chain for the night. Midnight, variable unsettled dark weather, with heavy rain. At 3 a.m. fresh Southerly gale, with heavy squalls at times. Towards sunrise the gale increased with a heavy sea; the head astern parted the chain; blowing too hard to lower after it. Noon, hard gale with heavy rain.

JULY 19TH. As yesterday. At 2 p.m. it moderated. Made sail and stood in quest of the lost head. At 3 p.m. the head was seen about 2 miles from the ship by a great number of birds being around it. At 4 got it alongside and secured it for the night. *a.m.* Moderate. Noon, finished getting in the head; fine weather.

JULY 20TH. *p.m.* Light Southerly wind and fine weather. Employed boiling out the whales. Steering by the wind to the Eastward. *a.m.* Wind variable, steering S.W. Ground lively; kept a good look out. Lat. $22^{\circ} 8'$, Long. $160^{\circ} 28' E.$

JULY 21ST. Light breezes and calms throughout. At 4 p.m. finished boiling out—106 barrels. *a.m.* At daylight began to clear away for stowing down oil. Lat. obsd. $22^{\circ} 00' S.$

Whaling Journal of W. B. Rhodes

JULY 22ND. Light Easterly airs and calms, steering to the Southward. Employed stowing down oil. *a.m.* Ground lively; saw several fin-backs and other fish. 2 men sick. Lat. obsd. $22^{\circ} 45' S.$, Long. $160^{\circ} 7' E.$

JULY 23RD. Wind and weather as yesterday. At 4 p.m. saw a sail to the Southward. At sunset finished stowing down. *a.m.* Employed cleaning the ship. Noon, light Northerly breeze, standing towards the brig. Lat. $22^{\circ} 56' S.$

JULY 24TH. Spoke and interchanged visits with the brig *Tigris* of Sydney, Capt. Terry. Wind South, steering to the Eastward in company with the *Tigris*. Noon, moderate breeze and cloudy. Capt. Terry came on board to dine.

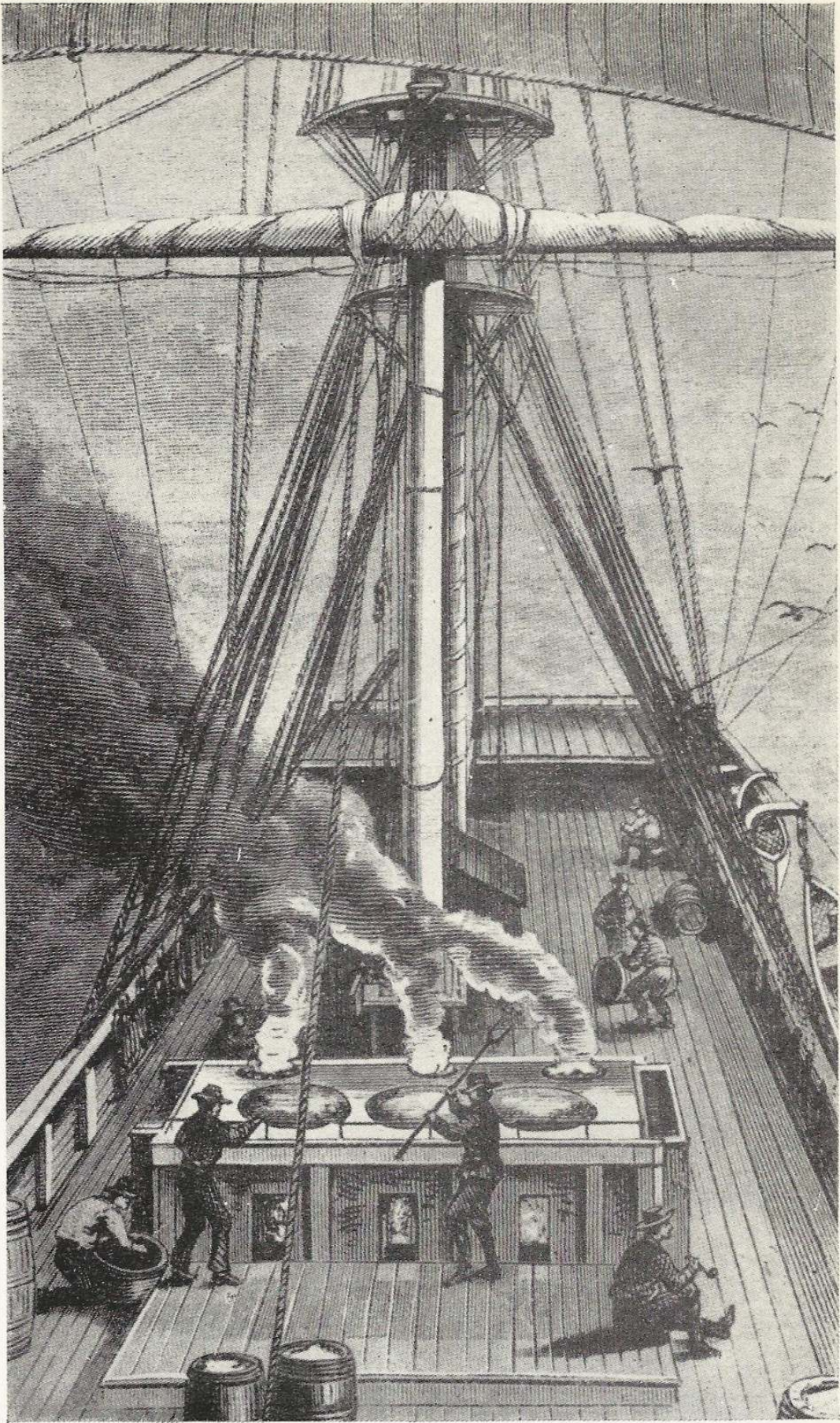
JULY 25TH. Steady S.S.W. breeze and cloudy, steering to the Eastward. At 8 p.m. Capt. Terry left the ship. He said he was bound to Tanna for yams. Shortened sail for the night. *a.m.* Fresh breeze and clear; steering to the Westward.

JULY 26TH. Strong breeze and clear. Saw fin-backs. At 9.30 a.m. saw breaches; made sail for them. Noon, fresh gale; close-reefed the topsails. Lat. $23^{\circ} 4' S.$, Long. $160^{\circ} 48' E.$

JULY 27TH TO 29TH. Most part fresh Southerly and S.E. gale with a heavy sea. Saw breaches and fin-backs, etc.

JULY 30TH. *p.m.* Moderate breeze and cloudy. *a.m.* Daylight, wind E.S.E.; steering South. Saw two brigs to the Northward. At 8 wore ship and stood towards them. At 11 spoke the *Scamander*, 800 barrels, and *Mic-Mac*, 4 months out 550 barrels. Steered again to the Southward. Lat. $24^{\circ} 06'$, Long. $156^{\circ} 18' E.$

JULY 31ST. Moderate breeze and fine. At 2 bore away



TRYING OUT THE BLUBBER
[From W. M. Davis, *Nimrod of the Sea*]

Ships in Company

for the *Mic-Mac*, and at 3.30 p.m. I went on board. The brig steered to the Southward. At 7 p.m. returned on board and shortened sail for the night. Daylight do. weather. The *Mic-Mac*, *Scamander*, and a strange barque in Company. Employed getting up the bread to re-cooper. Lat. $24^{\circ} 29' S.$, Long. $155^{\circ} 51' E.$

AUGUST 1ST, 1837. Moderate Easterly breeze and fine weather. Kept a good look out, saw nothing worthy of notice; sun obscured.

AUGUST 2ND. Light airs and fine whaling weather. A barque in company. Lat. obsd. $24^{\circ} 20' S.$, Long. chr. $156^{\circ} 21' E.$

AUGUST 3RD. At 3 p.m. Capt. Barber of the barque *Jane* came on board; reported 80 barrels of oil. Steering to the Eastward, wind S.S.E. *a.m.* Steady breeze and fine whaling weather. At 9 I proceeded on board the *Jane*; got some firewood from her. Lat. $23^{\circ} 55'$, Long. $157^{\circ} 14'$.

AUGUST 4TH. Fresh breezes and cloudy. Saw fin-back. *Jane* in company. Lat. obsd. $23^{\circ} 13' S.$

AUGUST 5TH. Fresh breeze and cloudy. At 3.30 p.m. saw spouts on the larboard beam. Lowered the boats after them without success. Lat. $23^{\circ} 7'$, Long. $157^{\circ} 52' E.$

AUGUST 6TH. Light airs and fine whaling weather. Saw a fin-back and bile fish. Lat. $23^{\circ} 24' S.$

AUGUST 7TH. *p.m.* Light winds and fine whaling weather. *a.m.* At 7.15 saw a spout to the Southward 5 miles off. At 9 lowered the boats after it. At noon the boats in chase of the whale.

AUGUST 8TH. At 2 p.m. the 2nd Mate got fast and killed the whale. At 3.30 took the whale alongside and began to cut in. Sunset, left off cutting for the night. Daylight,



Whaling Journal of W. B. Rhodes

recommenced cutting. Noon, light airs and fine, a sail in sight. Lat. obsd. $23^{\circ} 53'$ S., Long. $157^{\circ} 15'$ E.

AUGUST 9TH. *p.m.* Light airs and fine. At 4.30 finished cutting in and began to bale the case. Got the try-works under weigh. At 6 finished the case. At noon fresh Northerly breeze, steering S.E. Lat. $23^{\circ} 18'$ S.

AUGUST 10TH. Fresh breeze and cloudy throughout. Employed boiling out the whale. Saw nothing.

AUGUST 11TH. Fresh breeze and cloudy, steering S.E. and S.W. At 8 *p.m.* finished boiling out the whale. Daylight, began to clear away for stowing down the oil. Saw nothing. Noon, Lat. obsd. $23^{\circ} 7'$, Long. $156^{\circ} 33'$ E.

AUGUST 12TH. Fresh breeze and cloudy. Saw nothing worthy of notice. Employed stowing down oil. Lat. $22^{\circ} 59'$ S., Long. $157^{\circ} 5'$ E.

AUGUST 13TH. Fresh S.S.E. wind and fine weather. At 6 *p.m.* finished stowing down barrels. Lat. $23^{\circ} 3'$, Long. $156^{\circ} 23'$ E.

AUGUST 14TH & 15TH. Strong S.E. winds and squally weather. Saw nothing. At noon, Sandy Cape W. by S. dist. 52 miles. Lat. obsd. $24^{\circ} 29'$ S.

AUGUST 16TH. Moderate E.S.E. breeze and fine weather. At daylight saw the coast of New Holland. At noon, Indian Head N.N.W. $\frac{1}{2}$ W., Double Island Point S.S.W., off shore 6 or 7 leagues. Lat obsd. $25^{\circ} 27'$ S., Long. chr. $153^{\circ} 36'$ E. Lat. *p.m.* bearings $25^{\circ} 31'$ S., $153^{\circ} 34'$ E.

AUGUST 17TH TO 31ST. Most part moderate; and good whaling weather. Saw fin-backs and small fish occasionally, but no sperm whales. Steering for the most part to the Eastward towards the South end of Caledonia, or

From Sandy Cape Eastwards

rather the cruising ground. Lat. obsd. $25^{\circ} 35'$ S., Long. $164^{\circ} 45'$ E.

SEPTEMBER 1ST TO 3RD. Most part fresh breeze and cloudy. Saw nothing worthy of notice. Lat. obsd. $23^{\circ} 47'$ S., Long. $168^{\circ} 5'$ E.

SEPTEMBER 4TH. Fresh S.W. wind and fine weather, ground lively with small fish and birds. At 6.30 a.m. saw Walpole's island bearing N.N.E. At noon the island W. by S. dist. 3 or 4 leagues. Lat. obsd. $22^{\circ} 25'$, Long. $169^{\circ} 12'$ E.

SEPTEMBER 5TH & 6TH. Steady breeze and fine whaling weather. Kept a good look out but saw nothing worthy of notice. Lat. obsd. $22^{\circ} 22'$ S.

SEPTEMBER 7TH & 8TH. Fine whaling weather. Saw fin-backs and small fish. At 2 p.m. saw Hunters Island bearing E.S.E. Steering E.N.E. at sunset the island bearing S.E. At daylight, moderate E.S.E. wind; stood to the Southward. Matthews Island S.S.W. It is high and barren. Saw smoke issuing from it in many places. It is no doubt a volcano but no fire was seen to issue from it during the time we were off it.

SEPTEMBER 9TH. Moderate breezes and cloudy with passing showers of rain. Steering to the Southward, wind E.S.E. At 3 passed Matthews Island at the distance of 2 miles. At 5 saw breaches about 5 miles off. Stood towards them. Turned out to be a school of fin-backs. At 8 a.m. saw spouts on the weather bow. Lowered three boats. At 11 the boats returned; they proved to be hump-backs. Noon fresh breeze and fine. Saw breaches. Lat obsd. $23^{\circ} 00'$ S., Long. $171^{\circ} 03'$ E.

SEPTEMBER 10TH. Fine whaling weather, ground

Whaling Journal of W. B. Rhodes

lively. Saw hump-backs; steering N.N.E., wind East. Noon, saw a fin-back. Lat. obsd. $24^{\circ} 09' S$.

SEPTEMBER 11TH 1837. *p.m.* Steady breeze and fine weather. Midnight, the wind hauled round to the N.E.; steering E.S.E. At 8 a.m. saw a large sperm whale on the starboard beam, about $2\frac{1}{2}$ miles off. Lowered 3 boats after it. Noon, fine weather; boats in chase of the whale.

SEPTEMBER 12TH. Fine whaling weather. At 3.30 *p.m.* boats returned without success, whale going too fast to windward. At noon fresh Westerly breeze, steering East. Lat. $24^{\circ} 45'$, Long. $172^{\circ} 53'$.

SEPTEMBER 13TH. Fresh breeze and cloudy. Saw fin-back, blackfish and porpoises. At noon fresh breeze and fine, steering E. by S., wind S. by E. Lat. obsd. $24^{\circ} 49' S$, Long. $174^{\circ} 57' E$.

SEPTEMBER 14TH TO 16TH. Fresh breezes and fine whaling weather. Ground live; saw fin-backs, &c. Lat. $22^{\circ} 46'$, Long. $179^{\circ} 25' E$.

SEPTEMBER 17TH & 18TH. Fresh trade wind and fine weather; beating to the Eastward. Lat. $23^{\circ} 57'$, Long. $179^{\circ} 33' E$.

SEPTEMBER 19TH & 20TH. Light variable airs; steering to the Eastward. Kept a look out but saw nothing worthy of notice, excepting Nickolson's Reef at noon—a circular reef, from E. by N. $\frac{1}{2}$ N. to S.E. by S. nearest part, about 5 or 6 miles from the ship. Lat. obsd. $23^{\circ} 27' S$, Long. by Walpole's Island $178^{\circ} 39' W$.

SEPTEMBER 21ST TO 23RD. Most part strong Easterly and Southerly breezes; steering to the North. Saw nothing worthy of notice. Later part strong Easterly gale. No observations.

Niue Island and Vavau

SEPTEMBER 24TH TO 29TH. Strong breezes and fresh gales at times from the Eastward. Ship trying to get to windward. Kept a good look out; saw nothing. Lat. $26^{\circ} 1' S.$, Long. $177^{\circ} 56' W.$

SEPTEMBER 30TH. Strong E.S.E. breeze and cloudy weather.

OCTOBER 1ST. Steady breeze and cloudy; steering to the North-east. At 7.30 a.m. a ship under American colours passed to leeward. Saw blackfish and porpoises. Lat. obsd. $24^{\circ} 25'$, Long. $176^{\circ} 21' W.$

OCTOBER 2ND TO 5TH. Most part steady breezes and fine whaling weather. Saw breaches and killers. Spoke the *Elizabeth* of London, Capt. Currie. Lat. obsd. $22^{\circ} 10' S.$, Long. —

OCTOBER 6TH TO 11TH. Most part strong breezes and squally. Saw nothing worthy of notice. Steering to the North. At 6 p.m. on the 11th instant saw Savage Island³³ bearing East, distance about 20 miles. Lat. obsd. $18^{\circ} 31' S.$, Long. $169^{\circ} 56' W.$

OCTOBER 12TH TO 17TH. During these six days most part light airs and sultry weather. Saw porpoises. Lat. $18^{\circ} 55'$, Long. $173^{\circ} 6' W.$

OCTOBER 18TH 1837. Steady breeze and fine whaling weather. At 8 a.m. saw the island of Vavaoo³⁴ bearing N.W. Stood towards it. Noon, North end W. by S., dist. 2 leagues.

OCTOBER 19TH. *p.m.* Steady breeze and fine. Bent the cables and got the anchors over the bows. At 3.18 p.m. entered the heads, bearing E.N.E. and S.S.W., beating

³³ Niue Island.

³⁴ Vavau, in the northern part of the Tonga Islands.

Whaling Journal of W. B. Rhodes

up the harbour against a fresh breeze. It became quite dark at sunset, and no pilot on board. Sounded, but could get no bottom. At 8 p.m. found we had got into narrow channel. Sounded and found 30 fthms. Brought the ship to anchor in 25 fthms. about half a mile off shore, in the proper anchoring place as it turned out. Found the American ship *Independence* at anchor. She has been here since last February, when she was dismasted and received such damage during a hurricane as caused her to be condemned. At daylight began to break out the after hold and sent a raft of casks for water; also after breakfast sent a party to cut wood.

Vavaoo, one of the Friendly Isles, is now in a state rapidly approaching to civilization. I was surprised the morning after anchoring here to have a visit paid me by the Harbour Master, bringing with him a printed Harbour Regulations intimating—viz. His Majesty King George³⁵ requiring \$21 to be paid for anchorage, pilotage, &c., before the vessel would be allowed to communicate with the shore, which amount I had to pay. Two Wesleyan missionaries with their families are located here; and it is astonishing to what a state of discipline they have reduced the natives. Old and young spend the principal part of their time in the schools learning to read the Scriptures, and in religious exercises. They are compelled by law to assume an outward sanctity, to spend the greater part of the day in devotion, and in no part of the world is the Sabbath kept with such strictness. The natives are entirely prohibited the use of tobacco or spirits; the

³⁵ The chief Taufu' ahau, known as King George Tubou I. See Introduction, p. xi.

King George of Tonga

Government is absolute and the least appearance of outward wickedness, either in man or woman, is severely punished by flogging with the bight of a piece of whale-line—indeed women with child are not spared; and ladies of the highest rank for the least breach of chastity do not escape punishment. It is inflicted by a man in the presence of His Majesty or his deputy over the woman's bare back, she being naked to the navel and fastened to a tree in the palace square. Under these circumstances there can be no illegal connection between the sexes, and in fact very little personal intercourse except in religious affairs.

King George has lately returned from an expedition to Tongataboo.³⁶ It appears there is a party in that island who will not put themselves under the yoke of the missionaries. They are called the Devil's Party. His Majesty is determined, if they will not be converted to the Wesleyan religion, to exterminate them. During the late war old men, women, children, and women with child have been massacred in cold blood, they having been left in the native forts and surprised by the invaders. The King is now actively preparing for another visit to Tongataboo to convert the heathen. He is a local preacher as well as a great warrior, and an extremely sensible and clever man. It is a great shame that he should be led to such excesses through a mistaken religious zeal. There is no end to his ambition; he is determined to conquer and convert all the neighbouring isles.

OCTOBER 21ST. Arrived the ship *Ann* of London, Capt. Ball, out 17 months, 600 barrels imperial. Owing to a late hurricane the natives were very short of provis-

³⁶ Tongatabu, in the southern part of the Tonga Group.

Whaling Journal of W. B. Rhodes

ions: consequently we could procure very little vegetables for the ship. His Majesty paid me a visit on board and made an exchange with me for pigs, and I let him have what muskets and powder we could spare to convert the heathen with.

The Friendly Islanders are shrewd intelligent men, extremely cleanly in their persons, of light colour and pleasing European countenances. The women are very prepossessing, and good figures, but for reasons above-mentioned must be reserved. Both sexes wear only a piece of tappa round the loins, excepting on rare occasions when they display what European clothing they are possessed of, the gentlemen wearing coats without pantaloons, and the ladies as many gowns one over the other as they are owners of, no other kind of female clothing being known to them. They are not allowed, however, any ornaments or adorning of the hair, as it is supposed it would only tend to make them proud. They have not yet any idea of the needle excepting some few who are employed by the missionaries.

*The Barque 'Australian' from Vavaoo
towards the Kermadec Islands
and the east coast of New Zealand,
and from thence towards the coast of
New Holland and Sydney
W. B. Rhodes, Master, 1837-8*

NOVEMBER 4TH. Having completed the wood and water, and received such refreshments as the place affords, got under weigh from Port Refuge, Vavaoo, and at 9 a.m. cleared the heads with a strong E.N.E. wind. Unbent the cables. Lat. obsd. $18^{\circ} 24' S$.

NOVEMBER 5TH TO 9TH. Fresh breeze. Kept a good look out for whales. Saw nothing worthy of notice. I now intend going more to the Southward; consequently to-day is the furthest we have cruised to the Northward. Lat. obsd. $16^{\circ} 49' S$, Long. $171^{\circ} 46' W$.

NOVEMBER 10TH TO 14TH. Strong trade wind. Saw nothing worthy of notice. We are now off Eooa. This has been considered an excellent place for whales during this season. Lat. obsd. $20^{\circ} 41'$, Long. $172^{\circ} 35' W$.

NOVEMBER 15TH TO 18TH. Fine whaling weather. Saw nothing worthy of notice. It is very discouraging to

Whaling Journal of W. B. Rhodes

be so long without seeing whales. At noon Eooa N.W. by W. $\frac{1}{2}$ W., dist. 10 leagues. Lat. obsd. $21^{\circ} 46' S$.

NOVEMBER 19TH TO 22ND. Steady breezes and fine weather. Cruising in sight of Eooa these four days. Ground lively with small fish and birds. Saw 3 ships this day. Lat. obsd. $22^{\circ} 36' S$, Long. $174^{\circ} 33' W$.

NOVEMBER 23RD & 24TH. Fine whaling weather. Saw nothing but a sail occasionally. Lat. obsd. $24^{\circ} 00'$, Long. $173^{\circ} 6' W$.

NOVEMBER 25TH TO 27TH. Fine weather. Kept a good look out for whales. Saw nothing. At 9 a.m. saw a ship to leeward in chase of whales. Stood after her under all sail. Lat. obsd. $24^{\circ} 48'$, Long. $173^{\circ} 53' W$.

NOVEMBER 28TH. At 1 p.m. spoke the *Ann* of London, Capt. Ball. They have been chasing a large whale. Could not get on him. The Captain came on board. At 3 saw a strange sail to windward standing towards us. At 5 spoke the *Nantucket* of Nantucket, 5 months out 60 barrels. The Captain came on board. He reported having spoken the *Diana*, Capt. Harvey, on the 23rd inst., 300 barrels, 15 months out from London. Captain Ball spoke the *Colombus* on the 13th instant, 350 barrels 18 months out from America. At 7 p.m. the Captains returned on board their ships. At noon 2 ships in sight. Wind S.E. Lat. obsd. $24^{\circ} 56' S$, Long. $174^{\circ} 20' W$.

NOVEMBER 29TH & 30TH. Steady breeze and fine whaling weather. Saw nothing worth notice. Lat. obsd. $25^{\circ} 20' S$.

DECEMBER 1ST. Light breezes and fine weather. At sunset saw a ship on the larboard beam. At daylight a

Near Sunday Island

ship standing towards us. It proved to be the *Ann*. At 11.30 I went on board her. Lat. $25^{\circ} 38' S$.

DECEMBER 2ND. *p.m.* Light breeze and fine; steering to the Southward. Wind East. Found that Capt. Ball had cut his hamstring with an adze and was in quest of a surgeon. Saw porpoises and abundance of small fish. At 8 I returned on board. At daylight the *Ann* on the lee beam. Saw him manoeuvring; stood towards her. Employed tarring and ratling the rigging. Lat. obsd. $26^{\circ} 16'$, Long. $175^{\circ} 56'$.

DECEMBER 3RD. *p.m.* Steady breezes and fine weather. At 10.30 a.m. rose whales. Down all boats after them. Noon, boats in chase of whales.

DECEMBER 4TH. At 1.30 *p.m.* boats returned without success, the whales going too fast to windward. Wind N.N.E. At 3.30 *p.m.* saw another school of whales on the lee bow. Lowered the boats after them. At 5 the boats returned without success, the whales going very fast to windward, N.N.E. Shortened sail for the night as usual. A sail in sight. Saw blackfish.

DECEMBER 5TH TO 10TH. Good whaling weather. Kept a good look out for whales. Ground lively with small fish and birds. Saw plenty of shipping. Lat. obsd. $28^{\circ} 42' S$, Long. $176^{\circ} 30' W$.

DECEMBER 11TH & 12TH. Strong S.E. trade and cloudy weather, with a heavy sea. At sunset saw Sunda Island bearing S.W. by S. At noon the isle W. by S. $\frac{1}{4} S$, dist. 3 leagues. Lat. $29^{\circ} 12' S$.

DECEMBER 13TH. Steady breeze and fine. At 1 bore away to run to leeward of the island. Saw blackfish. Sunset, shortened sail for the night as usual. At 8 a.m. stood

Whaling Journal of W. B. Rhodes

in for the island, and at 10 I left the ship to proceed on shore. On landing I found Read and his family. They had succeeded but badly since I paid them a visit last year. The soil is bad and for want of rain their crops had failed. He had nothing to supply the ship with: in fact they had scarcely anything to eat. He informed me that some persons had settled on the North side of the island. Noon, light airs, the island bearing N.E. by N., dist. about 6 miles from the ship. Lat. obsd. $29^{\circ} 14'$ S.

DECEMBER 14TH. Calm weather. At sunset I returned on board the ship. At daylight light airs, the island bearing East, distant 3 or 4 leagues. At 10 the Mate went on shore on the North side. Noon, light S.W. breeze and fine weather.

DECEMBER 15TH. *p.m.* Light airs and fine. At 3 two settlers came off in the whale boat, bringing 30 fine pumpkins. One boat went away to fish. At sunset both boats returned on board. Hoisted them up and stood under easy sail to the Northward. Daylight, fine weather. Kept a good look out for whales; saw two sails. At noon the island W.N.W., dist. 10 miles, Lat. $29^{\circ} 9'$ S.

DECEMBER 20TH. (Since the 15th inst., most part strong Westerly winds and rough weather. Saw nothing worthy of notice). *p.m.* Light breezes and fine. At 3.15 saw spouts on the larboard bow about $2\frac{1}{2}$ miles off. Lowered the boats after them. At 4 the Captain's boat-steerer hove but did not fasten; whales going to the Northward. Sunset, boats returned on board. Noon, light breeze and fine weather.

DECEMBER 21ST. Weather as yesterday. At 10 a.m. saw a breach about 8 miles off, and at noon saw spouts

South from the Kermadecs

about 5 miles ahead of the ship. Made all sail after them. Lat. obsd. $32^{\circ} 6'$, Long. $175^{\circ} 45'$ W.

DECEMBER 22ND. Fresh breeze and hazy. Saw nothing more of the spouts. Lat. $31^{\circ} 25'$, Long. $175^{\circ} 40'$ W.

DECEMBER 23RD & 24TH. Steady breeze and fine weather. Kept a good look out for whales. At 9 a.m. spoke the *Rambler*, of Nantucket, 1750 barrels, 27 months out. Lat. $31^{\circ} 14'$ S.

DECEMBER 25TH & 26TH. Fresh breezes and fine weather. Saw several vessels cruising in company. At noon Brind's Rock West 95 miles. Lat. obsd. $31^{\circ} 26'$ S., Long. $177^{\circ} 4'$ W.

DECEMBER 27TH. Steady breeze and fine; steering W. by S., wind S.E. 2 sail in sight. Sunset, shortened sail as usual. Ship ahead. At 10 spoke the American ship *Parker*, Capt. Austin, 30 months out, 1650 barrels. I went on board, and at midnight returned. Hove to for the night. Daylight, made sail, steering to the Westward in company with the *Parker*. At noon Capt. Austin came on board to dine.

DECEMBER 28TH. Steady breeze and fine. At 4 saw the French Rock bearing W.N.W., dist. 8 or 9 leagues. Sunset, shortened sail, spoke the barque *Hope*, of London, out 40 months, 600 barrels sperm oil. At 8 Capt. Austin returned on board. Daylight, 2 ships in sight. At 11 a.m. spoke the *Parker* again. Capt. Austin supplied us with 750 lbs. of biscuit. I went on board to dine; found the Capt. of the *Rambler* on board. Lat. obsd. $32^{\circ} 30'$ S.

DECEMBER 29TH. Steady breeze and fine. Kept a smart look out for whales. Sunset, shortened sail. At 8 I returned on board. Noon, fresh E.N.E. wind and fine

Whaling Journal of W. B. Rhodes

weather. Saw nothing. Lat. obsd. $34^{\circ} 10' S.$, Long. $179^{\circ} 43' W.$

DECEMBER 30TH. Fresh breeze and fine. Saw 2 sails on the larboard bow. Lat. obsd. $35^{\circ} 43' S.$, Long. $178^{\circ} 57' 45' W.$

DECEMBER 31ST. At 1 p.m. spoke the *Ann* of London, Capt. Ball, and *Pantheon* Capt. Pell, $27\frac{1}{2}$ months out, 1900 barrels. I went on board the *Ann*. They had got nothing since leaving Vavaoo. Sunset, shortened sail. At 8 I returned on board. Noon, strong breeze and rain.

JANUARY 1ST, 1838. Strong breezes and hazy weather. Noon, fresh gale and hard rain with a heavy sea.

JANUARY 2ND. Hard gales with a heavy sea. Lat. $40^{\circ} 45' S.$

JANUARY 3RD TO 6TH. Variable winds and weather. On the 4th saw spouts going fast to windward. Lat. $41^{\circ} 35'$, Long. $178^{\circ} 54' W.$

JANUARY 7TH & 8TH. Most part hard gales with a heavy sea. Saw fin-backs. Lat. obsd. $43^{\circ} 24' S.$, Long. $179^{\circ} 42' E.$ Therm. 63.

JANUARY 9TH. These 24 hours light airs and calms with a delightful clear weather. At 5 p.m. saw a spout. Lowered the boats after it. At 7.30 boats returned without success. Supposed it to be a right whale. Lat. obsd. $43^{\circ} 34'$, Long. $179^{\circ} 32' E.$

JANUARY 10TH. Light airs and fine whaling weather. Saw blackfish and porpoises. Lat. obsd. $43^{\circ} 57'$, Long. $179^{\circ} 21' E.$

JANUARY 11TH. Fresh breeze with a rough sea. At 4.30 p.m. saw a large school of sperm whales going to the N.W. Lowered 3 boats after them. The Mate darted but

Many Whales in Sight

did not fasten. The whales took to windward. At 8 the boats returned; hoisted them up. *a.m.* Hard gales. Hoisted the boats up to the davit heads. Lat. $43^{\circ} 57'$, Long. $179^{\circ} 25'$ E.

JANUARY 12TH & 13TH. Strong gales with a heavy sea and hazy weather. At 10 *a.m.* spoke the *Corinthian*, of Bristol, boiling out. Abundance of fin-backs in sight. Lat. obsd. $44^{\circ} 31'$, Long. $178^{\circ} 31'$ W.

JANUARY 14TH. Strong breeze and cloudy. At 7 *a.m.* saw spouts to the windward. Noon, moderate, turning to windward. Lat. $44^{\circ} 43'$ S.

JANUARY 15TH. *p.m.* Steady breeze and fine. At 1 lowered the boats after right whale. At 3 the Mate fastened: his line parted. Boats returned to the ship. Lowered the boats again. Great numbers of right whale and two sperm whales in sight from the ship. At sunset the boats gave up the chase and returned on board. 4 ships in sight. *a.m.* At daylight lowered the boats after right whale: at 8.30 returned. At 11 great numbers of right whale in sight. Lowered the boats after them. 1 ship in sight.

JANUARY 16TH. *p.m.* Boats in chase of whales. At 2 returned on board: whales going fast. At 3.30 lowered the boats again: abundance of right whale in sight all round the ship. The boats could not get on the whales. At sunset boats returned: hoisted them up. *a.m.* Moderate Southerly wind and fine weather. Daylight saw right whale going fast. 8 ships in sight, one boiling out. Lat. obsd. $44^{\circ} 52'$, Long. $178^{\circ} 46'$ W.

JANUARY 17TH. Light Southerly airs and fine weather throughout. Lowered the boats and got three blackfish. Ground lively. Lat. obsd. $44^{\circ} 57'$ S., Long. $178^{\circ} 37'$ West.

Whaling Journal of W. B. Rhodes

JANUARY 18TH. Light Southerly wind and charming weather. Therm. 59.

JANUARY 19TH. Calm and foggy weather. Midnight, light Easterly breeze. At 10.30 a.m. the boy at the mizzen saw a right whale close to the ship. Down boats. The Mate and Captain got fast to him. After being lanced the whale made a breach into the Mate's boat and broke her to pieces in an instant, taking the wreck of the boat as well as the crew down with him. However the crew soon rose up to the surface unhurt. The whale turned up dead and sank; spare boat picking up the dead whale for some time, but at last was compelled to cut it away.

JANUARY 20TH. Moderate breeze and fine weather. Saw right whales. At 3 p.m. lowered three boats after them. Got up to the whales several times, but they could not get a chance of fastening to them. At 7 the boats returned. *a.m.* Strong breeze and hazy weather. A little before noon saw a dead whale on the weather bow, sent two boats to bring it to the ship.

JANUARY 21ST. *p.m.* Saw another dead whale. Sent a boat after it. At 2.30 got the two dead whales alongside the ship, and at 4 began to cut in the large cow whale. She busted fore and aft. At 8 left off cutting for the night. At 10 p.m. got the try-works under weigh. Daylight, strong breeze.

Recommended cutting in. Noon, finished one whale—the bone dropped out. Fresh gale with a heavy sea. Lat. obsd. 45° 00' S.

JANUARY 22ND. Fresh gale and cloudy. Employed cutting in the bull whale. Saved part of the bone. At 7

Two French Whaleships

p.m. finished cutting in the second whale. *a.m.* Employed boiling out the whales. Noon, moderate N.N.W. wind and fine weather. Lat. obsd. $44^{\circ} 36' S.$, Long. $179^{\circ} 14' E.$

JANUARY 23RD. *p.m.* Moderate breeze and cloudy. At 5.30 saw a right whale. Lowered the boats after it. A French ship also lowered her boats in chase of the whale. At 7.30 boats returned. At 8 the Capt. of the French *Gange*, of Havre de Gras³⁷, came on board and remained a short time. *a.m.* At daylight lowered two boats after a right whale. At 8 the boats returned. Exchanged visits with the *Gange*, Captain Grandsaigne. Employed boiling out.

JANUARY 24TH. Light breezes and fine. At 5 finished boiling out the two right whales. *a.m.* Daylight, began to clear away for stowing down. Six ships in sight. At 9.30 lowered two boats after right whales. One ship cutting in. At 11.30 boats returned. Spoke the French ship *Oriental*. Lat. obsd. $44^{\circ} 55'$, Long. —.

JANUARY 25TH & 26TH. Fresh breeze and cloudy weather. Saw nothing except shipping. At 6 p.m. finished stowing down the oil—58 barrels. Lat. obsd. $44^{\circ} 31'$, Long. $179^{\circ} 5' E.$

JANUARY 27TH TO 29TH. Variable winds and weather. Kept a sharp look out for whales. Saw nothing but shipping and one fin-back. Lat. obsd. $45^{\circ} 31'$, Long. $176^{\circ} 54' E.$

JANUARY 30TH & 31ST. Most part variable winds and weather with hard gales and heavy squalls. Saw fin-backs and spoke the *Oriental* again. Lat. $44^{\circ} 31'$, Long. $176^{\circ} 6' E.$

³⁷ Havre de Grace.

Whaling Journal of W. B. Rhodes

FEBRUARY 1ST & 2ND. Light variable airs and calms throughout. Saw nothing worthy of notice. Noon, water discoloured. Lat. obsd. $44^{\circ} 17'$, Long. $174^{\circ} 38'$ E.

FEBRUARY 3RD. Light airs and fine. 2 ships in sight. At 7 I went on board the *Warren*, of Warren, 7 months out, 5 whales. I met with the Captain of the *Oriental* on board. He informed me that he had seen sperm whales 4 times, and several other ships that he had spoken had also seen then about this part of the world lately. *a.m.* Steady breeze and fine weather. 2 ships in sight. Lat. obsd. 44° S., Long. $174^{\circ} 35'$ E.

FEBRUARY 4TH. *p.m.* Steady breeze and fine. Spoke the *Oriental*, of Havre. At 4 the Captain came on board. Saw the land about Bank's Peninsula bearing W. by S., dist. about 10 leagues. Noon, strong winds and cloudy. Two ships in sight.

FEBRUARY 5TH & 6TH. During most part of the time hard gale with a heavy sea. The boats turned over the davit heads. Lat. obsd. $46^{\circ} 2'$, Long. $176^{\circ} 10'$ E. Therm. 67.

FEBRUARY 7TH. First part light N.E. wind and thick foggy weather. At 10 *a.m.* the fog cleared away. Saw a right whale. Lowered three boats after it. Noon, boats in chase. Lat. $46^{\circ} 5'$, Long. $176^{\circ} 25'$ E.

FEBRUARY 8TH. At 1 *p.m.* the boats returned. Hoisted them up and steered to the N.E. Wind N.N.W. *a.m.* Moderate and fine. Saw fin-backs.

FEBRUARY 9TH. Most part moderate S.E. wind and fine weather. At noon saw breaches to the S.W. 2 sail in sight. Hauled up S.W.

FEBRUARY 10TH. At 1.30 *p.m.* saw spouts about $1\frac{1}{2}$

Near Cape Turnagain

miles on the larboard bow. Lowered the boats after them. A ship standing towards to us. At 3.30 the *Mountano*'s boats fastened to a right whale. The iron drew again. At 4.30 gave up the chase: the boats returned on board. The Captain of the American ship *Mountano*³⁸ came on board. He was 6 months out, 1000 barrels black oil. He got it off the South Cape of New Holland in Lat. 43° S. At 8 a.m. saw right whales to windward—the *Mountano* got one. A strange sail in sight boiling out. Turning to windward after the whales. Lat. obsd. $44^{\circ} 51'$ S.

FEBRUARY 11TH. At 2 p.m. lowered after the whales. At 4 the Mate's boat got fast. The 3rd Mate's boat then killed the whale with his irons, but got stove. The whale sank, taking with it 60 fthms. line. My boat fastened to another whale, but the iron drew. At 7 the boats returned on board. 2 ships in sight. a.m. Strong breeze with a heavy sea. Lat. $44^{\circ} 45'$ S.

FEBRUARY 12TH. Fresh S.S.W. gale, latter part wind West. Steering N.N.W. One ship in sight, boiling out. Noon, gale increasing. Lat. obsd. $43^{\circ} 30'$, Long. $176^{\circ} 40'$ E.

FEBRUARY 13TH. Strong gale with a heavy sea. Turned the boats over the davit heads. Midnight, dreadful hard gale. At 8 more moderate. Noon, fresh breeze. Lat. obsd. $42^{\circ} 36'$ S., Long. $176^{\circ} 24'$ E.

FEBRUARY 14TH. Fresh breeze and cloudy. Midnight, light airs and fine. Daylight, saw the land to the N.W. Saw abundance of blackfish. Lowered and got two—hoisted them in. At noon Cape Palliser W.S.W., Cape Turnagain North, off shore about 4 leagues. Lat. $41^{\circ} 33'$ S.

FEBRUARY 15TH TO 18TH. Variable winds and wea-

³⁸ McNab lists the *Montano*, of Nantucket, Captain Sayer.

Whaling Journal of W. B. Rhodes

ther; ship steering to the Northward, keeping the coast of New Zealand in sight. Kept a good look out for whales. Saw nothing. Lat. $38^{\circ} 37'$, Long. $178^{\circ} 29' E$.

FEBRUARY 19TH. Steady breezes and fine weather. At 9 a.m. spoke the cutter *Trent* of the Bay of Islands, bound to Hawke's Bay with a whaling party. Got 6 baskets of potatoes from her.

FEBRUARY 20TH. Fresh breeze and cloudy weather. At 10 a.m. passed Cape East Island at the dist. of 2 miles.

FEBRUARY 21ST. Strong breezes and fine weather. Running along the land looking for a place to land. Saw some native huts and a discharge of muskets. Lowered away my boat and proceeded on shore. We effected our landing about 2 p.m. through a heavy surf, and were kindly received by the natives, who assisted in the landing of the boat. I then proceeded, accompanied by all the natives of both sexes and all ages to the *pa* or native village. We remained with them till near sunset, and then departed for the ship, accompanied by three ladies and several New Zealanders. They, however, demanded that I should leave one of my boat's crew on shore as an hostage, and promised that on the following day as soon as the weather would permit they would bring off a good supply of potatoes and hogs to the ship for trade. At 6.30 returned on board the ship, hoisted the boat up, and stood off and on during the night. At 10 a.m. a canoe came off with 5 pigs: traded for them. At noon Cape East Island S.E. by S., off shore about 6 miles.

FEBRUARY 22ND. *p.m.* Fresh Southerly breeze and fine weather: standing off and on Ka-ki-ki-ca.³⁹ At 5

³⁹ Apparently somewhere near Te Araroa.

Food from Maoris at East Cape

sent a boat on shore with a New Zealand Chief to expedite the getting the potatoes out of the ground. At sunset the boat returned loaded with natives, principally young maidens, and also the principal Chief of the *pa*. Stood off and on for the night. *a.m.* Fresh breeze and cloudy, with rain and thick foggy weather. At noon distance from the land about 2 leagues.

FEBRUARY 23RD. *p.m.* Weather cleared up with breeze off the land. At 3 sent two boats on shore with the greater part of the natives that were on board. At 4.30 boats returned: hoisted them up. Standing off and on shore. At 9 *a.m.* sent two boats on shore for potatoes. Noon, moderate breeze and fine weather; off shore about 1 league.

FEBRUARY 24TH. At 2 *p.m.* the boats returned. Three canoes came alongside loaded with potatoes &c. and firewood. I succeeded in trading with them for all they brought off—that is, about 200 baskets of potatoes, 20 buckets of corn, firewood, &c., &c. A misunderstanding took place about the white man on shore writing notes for different articles, and I was apprehensive of hostilities commencing. At one time they refused to bring the man on board till all the natives and the chief should have landed. However, I managed to get all the natives except two or three off the ship's decks into the canoes. Amongst those on board was the Chief. I then told them I should keep the Chief as a prisoner and not allow any more of them on board till they returned the white man. With that understanding the canoes went on shore. Stood off and on during the night. Daylight, stood in towards the *pa*. At 9.30 *a.m.* a canoe came off bringing the hostage with them, which healed up all our differences. At 11 the

Whaling Journal of W. B. Rhodes

Chief left the ship in the canoe and we made sail off the land.

FEBRUARY 25TH. *p.m.* Freshening breezes and cloudy; steering N. by W., wind E.S.E. At 3 saw two grampuses. Sunset, shortened sail for the night. *a.m.* Brisk gales and cloudy, with squalls and rain and a heavy sea. Hoisted the boats to the davit heads.

FEBRUARY 26TH & 27TH. Most part hard gales with a heavy sea. Ship rolling, pitching and straining dreadfully. Stove the waste boat and split the main stay-sail. At noon more moderate. Lat. obsd. $34^{\circ} 47' S.$, Long. $177^{\circ} 34' E.$

FEBRUARY 28TH. *p.m.* Strong breeze and thick cloudy weather; turning to windward, wind N.N.W. *a.m.* Light winds and clear. Saw fin-backs. Four hands sick (off duty) with influenza and several more complaining of colds and sore throats. No doubt we have caught this sickness from the natives at the East Cape, as I observed many of them to be afflicted with colds. Lat. obsd. $34^{\circ} 40' S.$, Long. $178^{\circ} 4' E.$

MARCH 1ST & 2ND. Most part light airs and fine weather. Kept a sharp look-out for whales. Saw nothing worthy of notice. Many of the people sick with the influenza. Steering to the N.N.W., wind N.E. Lat. obsd. $33^{\circ} 25' S.$

MARCH 3RD. Steady breeze and fine weather. Saw nothing, steering N.N.W., wind N.E. Lat. obsd. $32^{\circ} 53' S.$, $177^{\circ} 59' E.$

Two Sperm Whales Taken

MARCH 4TH. *p.m.* Steady breeze and fine weather;



steering as above. *a.m.* Fresh breeze and cloudy. At 7.30 saw sperm whales on the starboard bow. At 8 lowered all the boats after them. Three boats got fast. Noon, fresh breeze and cloudy. Got 2 whales turned up. The 3rd Mate's whale



parted his line. The whales took off. Ship turning to windward.

MARCH 5TH. At 1 *p.m.* one boat returned on board; ship steering to windward after the dead whales. At 4 *p.m.* got the two whales alongside. Employed reeving the falls, &c., and clearing away for cutting in. Midnight, strong breeze and heavy rain with lightning, wind South, heading to the Eastward. Daylight, do. weather. Began to cut in. Noon, strong breeze with rain. Finished cutting in the body of one whale and passed the head astern.

MARCH 6TH. *p.m.* Strong breezes and cloudy with rain. Employed cutting in. At 4 got the try-works under weigh, and at 7 finished cutting in the body of the 2nd whale. Left the head alongside for the night. At 8 *a.m.* began to cut in the heads. Noon, steady breezes and cloudy. Finished one head; baled the case. Lat. obsd. $31^{\circ} 55'$ South, Long. $178^{\circ} 14'$ East.

MARCH 7TH.

[*The manuscript ends abruptly at this point, when the ship was again nearing the Kermadecs. The cruise continued for three months longer, one more sperm whale, of 64 barrels, being taken in the last week of March. The Australian returned to Sydney on 10th June, 1838, her catch comprising 720 barrels of sperm and 430 barrels of black oil.*]

APPENDICES

1. *Articles of Agreement between the Owners
and the Master of the 'Australian'*

ARTICLES OF AGREEMENT made and entered into this Eighteenth day of April—in the Year of our Lord One thousand eight hundred and thirty six BETWEEN James Holt and Richard Roberts, of Sydney, Merchants, on behalf of the Firm of Cooper, Holt and Roberts, owners of the Barque called *The Australian* of the one part, and William Barnard Rhodes, Master of the said vessel, of the second part, namely, That the said William Barnard Rhodes who has been placed in command of the said vessel shall forthwith assume his duties and proceed therein as Commander thereof to such Fishing Grounds and Stations for taking and procuring Black Whale Oil at or adjacent to the Island of New Zealand or other places as he may be directed by the Instructions of the said Owners or as in his judgement and discretion (should he be so authorized by the said Owners) may appear most eligible there to fish, and shall and will exert himself and use his best endeavours to procure for the said vessel a full and complete cargo of Black Whale Oil Whale Bone and other substances or articles usually procured on such voyages and having so done or at the expiration of the season shall return with the same to the aforesaid Port of Sydney and there discharge and deliver the said cargo to the aforesaid Cooper, Holt and Roberts, their Agents, Executors, Administrators or Assigns That the said William Barnard Rhodes, on the due fulfilment of the conditions of this agreement, shall be entitled for his services, skill and ability to One Twelfth part of the said Black Whale Oil, Whale Bone and other substances or articles procured during the said voyage first deducting the value of casks at the rate of Four Pounds per Tun old Measure, the Re-coopering, Wharfage (if any), Labour, and other incidental Expenses

Whaling Journal of W. B. Rhodes

as may accrue on the landing or transshipping thereof, the said owners reserving to themselves the option of taking the said Master's portion of Oil, Bone, and other substances or articles at the market price at Sydney and on the usual terms of sale first deducting the value of casks and other expenses before enumerated, or, if he should so make his election, the said Master may ship the said Oil, Bone and other substances or articles home through the said owners on his own account, or (if the said owners should decline to purchase the same on the terms before mentioned) may sell the same here to his best advantage.

That the said William Barnard Rhodes shall use his utmost exertions to preserve due subordination obedience and sobriety among the crew of the said vessel and shall stand by and protect the said vessel in all parts and places seas and dangers and shall at all times use his utmost exertions skill and ability for the preservation of the said vessel and cargo and her Boats, Tackle, Apparel, Furniture, Stores, Materials and Appurtenances, and shall, whenever required by the said Owners or their Agents, truly account to them for the same and all such other things as the said Master shall be entrusted with by the said owners or which shall in any way come to his hands custody, care possession or power as Master of the said vessel and for all monies received and paid by him and for all his other transactions and conduct in the course of his duty as such Master and Commander of the said Barque *Australian* That he shall keep and cause to be kept a true and exact account of the Receipt and of the Issue, Expenditure and Consumption of all provisions liquors stores and supplies furnished for the use of the said vessel and shall produce and verify such account to the said owners when required and shall not suffer any misapprehension embezzlement or waste of any such provision Liquors stores and supplies That the said William Barnard Rhodes shall be just true and faithful to the said owners in all his transactions and conduct as Master of the said vessel and in all the concerns thereof and shall communicate with

Articles of Agreement

them at every opportunity and shall not neglect his duty by day or night nor suffer the same in any of the Officers, Seamen or Crew under his command, but shall in all respects well and truly and faithfully perform the said intended voyage and strictly follow observe and obey the orders and directions of the said Cooper, Holt and Roberts for the performance of the said intended voyage according to the true intent and meaning of these presents That in the event of any or either of the officers or crew dying on board or deserting at any place or places before mentioned whilst engaged in Fishing or procuring Cargo the said William Barnard Rhodes shall be entitled to receive the amount of his claim against the person or persons so dying or deserting for slops, supplies and advances out of the balance (if such there be) which may be due to the person or persons so dying or his or their Estate or Estates after the said Cooper, Holt and Roberts shall have deducted therefrom and received the amount of their own claims for advances or otherwise.

That the said William Barnard Rhodes shall not wilfully negligently or incautiously do or permit to be done or omit or permit to be omitted any act matter or thing whatsoever during the course of the said intended voyage whereby the owners of the said vessel or any or either of them shall or may sustain any loss injury or damage and particularly That the said William Barnard Rhodes shall not at any time from the commencement of his duty as Master and Commander or throughout the said intended voyage carry on any illicit contraband or illegal trade or do permit or suffer to be done any other act matter or thing to subject or render liable the said vessel or her Cargo Boats Apparel Furniture or Appurtenances or any part or parts thereof to seizure confiscation fine or penalty or the said owners to any loss damage injury or expense in respect thereof or otherwise howsoever That the said William Barnard Rhodes shall not have any claim or demand or under any pretence whatsoever for performing the said intended voyage or any service on board the said vessel

Whaling Journal of W. B. Rhodes

or in her boats or on shore or in any other situation or place except as aforesaid.

ALSO that the said Cooper, Holt and Roberts engage to furnish out of their own stock on credit to the said William Barnard Rhodes at the current or market prices such supplies of slops, Tobacco and other Articles for sale to the crew of the said vessel actually employed as such (but not for trade or Barter with the Natives of New Zealand or others) in amount not exceeding One Hundred and Twenty pounds as the said William Barnard Rhodes may require, such amount to be deducted and paid for out of the amount of the aforesaid One Twelfth portion of Oil, Bone and other articles or substances to which the said William Barnard Rhodes may become entitled as master of the said vessel, if such there be, otherwise or in the event of deficiency therein, the said William Barnard Rhodes to be liable to pay, account for and make good to the said Cooper Holt and Roberts for such amount or such deficiency on his return from the aforesaid voyage to the said Port of Sydney.

That if any difference or dispute shall arise between the said owners and the said William Barnard Rhodes in respect of the accounts of the said William Barnard Rhodes or his conduct as Commander of the said vessel in any respect whatsoever or any clause or agreement herein contained or the meaning or construction thereof the same shall be referred to Two Arbitrators one to be chosen by the said Owners and the other by the said William Barnard Rhodes the award of which Arbitrators shall be binding and conclusive, and in case such two Arbitrators cannot agree in their award they shall have liberty to nominate and appoint an Umpire whose award shall be final, binding and conclusive and That the said Owners or the said William Barnard Rhodes shall be at liberty to make this submission a Rule of Court in either of His Majesty's Courts of Record at Westminster or Sydney, and that the cost of doing so and of such award shall be in the discretion of the said Arbitrators or Umpire.

Owners' Instructions

IN WITNESS whereof the said parties to these presents have hereunto set their hands and affixed their seals the day and year first before written.

Witness
JOSEPH ROBERTS

JAMES HOLT
RICHD. ROBERTS
W. B. RHODES

2. Owners' instructions: Cooper, Holt and Roberts to Captain Rhodes

Sydney, June 11th, 1836

CAPT. W. B. RHODES,

Sir,

In placing you in command of the Barque *Australian* we do so in the fullest confidence that every exertion on your part will be used to promote our Interest in the Voyage. You will proceed from this Port to New Zealand, either to "Cloudy Bay", "Port Cooper" or "Otaga" and there fish during the season. Should the prospect of success at either of the above ports be good you will complete your voyage and return; if otherwise we recommend you to proceed to Chatham Island and there endeavour to make a voyage, Should you fail in doing so, at the end of the season or before, if your prospects of a Black Whaling Voyage are not good, we deem advisable your attention should be turned to Sperm Whaling.

We enclose you a list of provisions and other stores on board the Vessel to which we beg to call your particular attention, as on your return to Port we shall require from you an exact and faithful amount of your expenditure. We mention this more on account of your officers, as they will pay

Whaling Journal of W. B. Rhodes

more attention when they know such instructions are given to the Captain, especially when you inform them that they will be held responsible for the proper appropriation of the stores placed in their charge.

The vessel is insured in this Colony for a Black Whaling Voyage for the season at the aforementioned Ports for 4 pr. Cent, but if she goes Sperming at 10 pr. Cent for the whole Voyage, to return 2 pr. Cent should she arrive in Sydney within 12 months. It will therefore be necessary for you to write us pr. every opportunity so that in case of any loss we may make our claims.

On looking over the list of stores you will find more spirits than your crew will require. You are at liberty to Barter them or any surplus stores for Oil, Whalebone, or Sealskins, for the benefit of the ship.

We are,

Dear Sir,

Your Obed Servs,

COOPER, HOLT & ROBERTS

3. List of Stores on board the 'Australian'

Indent of Salt Provisions required for the Barque *Australian* for Nine Months or 277 Days. Other Stores as per inventory for Twelve Months' Crew to consist of thirty three Persons and the Rations for each to be as follows:-

Salt Beef $1\frac{1}{2}$ lbs per diem. Pork $1\frac{1}{4}$ lbs. Bread 1 lb

Flour $\frac{1}{2}$ lb per diem for 3 days per week

Pease $\frac{1}{2}$ a pint Do. 2 Do.

Rice $\frac{1}{2}$ lb Do. 2 Do.

Sugar $1\frac{1}{2}$ lb pr. week. Tea $\frac{1}{4}$ lb. Vinegar $\frac{1}{2}$ pint pr. week

Spirrits 2 Glasses per diem or 1 Quart per week.



HARPOONED WHALES BREACHING

[From *Life and Adventure in the South Pacific*]

List of Stores

	lbs.
32 Tierces of Beef 336 lbs each	19726
18 Barrels Pork 200 lbs Do.	3619
Biscuit	13,249
Flour	2831
Rice about 14 Bags, 133 Lbs	1887
Pease 118 Gallons	472 Quarts
Spirrits	472 Gallons
Vinegar	110 Do.
Picclcd Cabbage, Fruit	
N.B. 10 Per Cent is allowed on the above for Wastage or about 25 days extra.	

Sydney April 13th 1836

E. & O.E.

W. B. RHODES

For 12 months Salt Provisions the rule was as under:-

42 Tierces Salt Beef 336 lbs ea.	14210 lbs
24 Barrels Pork ea.	4719

EXTRA STORES WANTED

18929 lbs

1 Pipe	Brandy
1 Cases	Gin
12 Doz.	Wine
30 Doz.	Ale or Porter
2 Doz.	Mustard
3 Doz.	Piccles
100 lbs.	Fruit or Preserves
25 lbs.	Black Pepper
2 Tons	Salt
2 Bags	Coffee
6 Kegs	Picclcd Tripe
5 Cwt	Potatoes
50 Tins	Preserved Meats and Soups
6 Barrels	Cabin Biscuits
2 Bags	2 Bags fine sugar
2 Doz.	Bottles Chollaride of Lime
1 lb.	Spices Assorted
	Cheese
	Butter

4. *Whaling Gear on board the 'Australian'*

- 3 Try Pots
- 2 Copper Coolers
- 4 Iron Tanks
- 2 Copper Ladles
- 1 Skimmer
- 3 Blubber Hooks
- 4 Double Cutting Blocks
- 11 Single Do
- 2 Cutting Falls, 1 old
- 6 Fluke Topes
- 8 Tubs of Whale Lines
- 1 Cask & 2 Coils of New Do.
- 21 Cutting Spades
- 6 Mincing Knives
- 2 Boarding Do.
- 59 Lances
- 115 Harpoons
- 2 Oil Pumps
- 1 Water Do.
- 1 Set Cutting Tubs
- 2 Dipping Bouys
- 17 Bundles of Iron Hoops
- 7 Truss Hoops
- 20 Ash Oars
- 5 Steer Oars
- 75 Boats' Timbers
- 33 Do. Knees
- 133 Do. Boards
- 1 Stern and 1 Stern Post
- 4 Gunwhale Pieces
- 1 Keel Do.
- $\frac{1}{2}$ Coil Whale line
- A quantity of Iron & Lance Poles

Prices of Slops

- 3 Chain head strops
- 3 Capstan Bars
- 5 Handspikes
- 4 Crowbars
- 14 Luff tackle Blocks of sizes
- 1 Long boat Hook and 1 short Do.
- 3 Ships Compasses and 1 Tell Tale
- 1 Lead & Line (Hand)
- 1 Speaking Trumpet
- 2 Cook's Lanthorn
- 2 Signal Do.
- 1 Binnacle Lamp
- 2 Cabin Do.
- 1 Scoop Net and Pole
- 1 Vyce
- 5 Boat's Compasses
- 1 Cask containing Sundries
- 1 Cask Turpentine
- $\frac{1}{2}$ Cask Pitch
- $\frac{1}{2}$ Do. Coal Tar

Stores, New

- 18 Boat Anchors

5. Prices of Slops to be Charged to the Crew

[FROM THE CAPTAIN'S 'ROUGH DAY-BOOK']

	s.	d.
Shoes	12.	0.
Stockings	3.	0.
Monkey Jacket	1.	0. 0.
Flushing Trowsers	9.	0.
Cotton Shirts	5.	0.

Whaling Journal of W. B. Rhodes

Twilled Flannel Shirts	8. 6.
Blue Baize Shirts	6. 6.
Red Baize do	5. 0.
White Duck Trowsers	6. 0.
Soap per lb.	1. 0.
Caps slouched	2. 0.
Scotch Caps	2. 6.
Brown Duck Frocks	4. 6.
do do Trowsers	4. 6.
Kerchiefs each	1. 0.
Single Blankets 8/4	14. 0.
Tobacco per lb.	6. 6.
Pipes per doz.	1. 0.
Knives each	1. 6.
Tin Potts	2. 0.
Pannikins	1. 0.
Thread per oz.	0. 6.
Beads string [per lb.]	4. 0.
Single Blankets 9/4	1. 0. 0.
Mittens per pair	3. 0.
American soap per lb.	1. 0.
Tobacco received at Bay of Islands	5. 0.

Signals

6. *Signals from the 'Australian' to the
Whale Boats*

[FROM THE CAPTAIN'S 'ROUGH DAY-BOOK']

Whales Ahead	Jib up and down 2 or three times
Weather Bow	Weather clew of the *Fore Topsail (* or Top Gallant Sail)
Lee do	Lee do do do do
Starbd. Beam	Ensign at the Mizzen
Larbd. do	Union Jack do
Astern	Ships Burgee { Blue & white
Weather Quarter	Brail the Mizzen up and have it out 2 or 3 times.
Lee Quarter	Brail the Mizzen up and let it remain so
Whales between the Ship and the Boats	Masthead Flag up and down and half Mast
One Boats recall	Whiff ¹ at the Gaff
Recall for all Boats	Ensign at the Gaff

Distance of Whales from the Ship to be indicated by small Flags at the Mizzen Gaff one to a mile.

Whales to windward of the weather Boat	Two Flags at the Mizzen
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¹ The whiffs (or whifts) were small flags usually carried by the boats.

Whaling Journal of W. B. Rhodes

Whales to
Leeward of
the Boats

Two Flags at the Gaff

Boat fast to a Whale and wants assistance—

One Whiff

Stove Boat and wants assistance—

All the whiffs, or not less than one head
and stern; the nearest Boat must go to her
assistance as well as the Ship.

Should a Strange Ship be in company and it is not desirous
that she should understand the signals they are all to be reversed.

7. *Monthly return of Provisions issued out on
board the 'Australian,' 1836*

SEPTEMBER

Beef	999	Pounds
Pork	120	Do.
Flour	233	Do.
Sugar	181	Do.
Raisons	13	Do.
Tea	114	Do.
Chockolate	19½	Do.
Rice	22	Quarts
Peas	34	Do.
Brandy	34	Gallons
Bread	650	Pounds
Vinegar	3	Gallons

Owners' Further Instructions

List of Stores Broached : September

Sept. 1st	a cask of Flour	
1st	a Do. Beef	336 lbs
1st	a Do. Raisons	
9th	a Rag of Tripe	
11th	a cask of Brandy	18 Gallons
14th	a Do. Beef	336 lbs
23rd	a Do. Pork	
25th	a Do. Bread	
27th	a Do. Beef	
25th	a Do. Brandy	16 Gallons

Breakages on Board the 'Australian'

- 1 Vegetable Dish
- 1 Tumbler
- 1 Spoon

GEORGE HAMILTON COGLAN
Steward

8. *Owners' further instructions: Cooper and
Holt to Captain Rhodes*

Waterloo Warehouse, SYDNEY,
New South Wales, 28th February, 1837.

CAPT. W. B. RHODES,
Barque *Australian*.

Sir,

We have received your several letters, communicating your indifferent success hitherto and your expectations and prospects, as detailed in your letter of the 7th December last,

Whaling Journal of W. B. Rhodes

of making up for lost time and Outlay of Provisions and Stores, provided six months' additional provisions were sent you together with sundry stores and Trade Goods as specified by you.

Altho' you went to sea well and sufficiently victualled for Twelve Months and little more than Eight Months are now elapsed, we have resolved to send you the supplies you write for, in order to afford you every possible chance of retrieving your voyage by the trial of another season in the Black Whale Fishery. You will accordingly receive these supplies by the present conveyance the Schooner *Currency Lass*, Capt —— should he find you at the Bay of Islands, or if not, you will receive the same from Capt. Clendon there, into whose custody they will be delivered to wait your arrival. Enclosed you will receive a Bill of Lading and List specifying the quantities &c. and the Expense of which additional stores and provisions, Casks and Shooks included, with the Freight, will not be less than £650, in addition to which, we incur further expense to extend the Insurance for another season in the Black Whale Fishery. But you will be careful to observe that by the Clauses in the Policies of Insurance you are permitted in the pursuit of the Black Whaling Fishery to enter the following Ports and places and no other, namely,

Cloudy Bay

Port Cooper

Otago and

Chatham Islands,—You cannot therefore be 'unlimited' as to Bay Whaling as you propose.

On the conclusion of this next season's Black Whale Fishery you are to return from thence direct to Sydney without engaging again (whether full or not full) in the Sperm Whale Fishery. Your voluntary deviation from these our Orders and Instructions will vitiate our Policies of Insurance. And you should be aware that your going into any unpermitted Port, or your pursuing for a single day or hour any unpermitted

Owners' Further Instructions

purpose, even tho' you meet with no accident in either, is a deviation to all intents and purposes, and would prevent our recovery in the event of any subsequent loss or disaster. We wish you to understand, however, that on leaving the Bay of Islands you are not restricted from pursuing a Sperm Whale Fishery, if occasion should present itself, previously to your recommencing Black Whaling, but that on the conclusion of the next season's Black Whale Fishery, you are not on any account whatever to engage again in the Sperm Whale Fishery, but to return as abovementioned, direct to Sydney.

With respect to sending up all or any part of your Cargo that may be already obtained on the receipt thereof you have our authority to do so, and we have accordingly arranged for its transshipment on board the Schooner *Currency Lass* and agreed with the owner of that vessel as to the Freight of the same. The Shooks or Packs and Casks now sent to you will replace the casks sent up with the Oil as far as we have been able to obtain room for the same on board the *Currency Lass*.

You will not fail to send up with any Oil or Bone you may ship for Sydney the Certificate of yourself and first Officer (in the form of the enclosed) of the same being British Fishing, otherwise it will not be admitted to entry as such here.

You will also fill up and transmit to us at the same time a Bill of Lading for the oil &c. shipped for which purpose we enclose you a Blank Set of Bills Lading. The Freight you will state to be 'payable as to agreement with the owners here' you will also write us in duplicate by some other opportunity sending us a second Bill Lading, or leave such letter and Bill Lading with Capt Clendon for transmission to us when opportunity may offer—so that in case of loss we may have the means of proving our Interest. In the body of the Bill of Lading you will mention the number of Tuns of Oil or weight of Bone as near as possible.

Wishing you better success henceforward, We remain,
Sir, Your Obdt. Hble. Servts.

COOPER & HOLT

9. J. R. Clendon to Captain Rhodes

6th May, 1837 BAY OF ISLANDS

CAPTAIN RHODES,
Bark *Australian*

Dear Sir,

As your ship has now been ready for sea *nine days* during which time every exertion has been used to complete your crew without effect—although a bounty independent of advance has been offered—I consider it my duty to request that you will give the case your most serious consideration upon which you will allow me to offer one or two remarks. First, you should bear in mind that your owners have been at a great additional expense in sending you another six months' stores and that you have now on board at least 12 mths. provisions. Should you go to Sydney to complete your crew the chances are that those on board would leave and you would have a full crew to ship with considerable expense and loss of time—and the uncertainty as to whether you could obtain a crew as the *Montreal* (Skeys) has put into this port for men not having been able to get them in Sydney. The season also would be far advanced for Bay Whaling, even should you accomplish your object.

I have carefully perused your instructions which certainly are decisive that you should pursue Black Whaling, but as you have not and cannot get a sufficient crew for that purpose I should recommend as a last measure that you make known to your crew that every means has been tried to complete the crew for Bay Whaling, and that you intend to proceed to the Southward immediately for that purpose, and should they still refuse to proceed to the Bays unless more hands are procured, you must either return to Sydney, or proceed on a Sperm Whaling Voyage. I hope for the interest of your owners

Certificate of Captain Clapham

you will decide on the latter, in which case you will not fail to write them every particular that they may effect insurance accordingly.

I remain

Dear Sir,

Your Obed. Servt,

JAMES R. CLENDON

10. *Certificate of Captain Clapham*

THIS IS TO CERTIFY that I cruised in Company with the *Australian* from the ———— to the ———— during which period I had many opportunities of witnessing the conduct of the officers of the said ship but more especially the Chief Mate Mr Powell and I have every reason to think that the other officers as well as the crew were very much biased by the said Mr Powell whose conduct was such as to make it highly disagreeable and difficult to Capt. Rhodes to carry on the necessary duty of the ship on every occasion he appeared to endeavour to bring the Captain into disrespect. On one occasion when he was at the mast head whales were seen from my ship much nearer the *Australian* than the *Tamar* and I feel confident he ought to have seen them.

Witness my hand this 10th day of Decb. 1836

GEO. CLAPHAM

Master of the *Tamar*

Whaling Journal of W. B. Rhodes

11. *G. Powell to Captain Rhodes*

Dear Sir,

I have informed the crew concerning the Schooner being sent for the oil, and they say if the oil goes out of the ship they consider their voyage up, and that they cannot think of discharging it other ways, the ship being now ready for sea and all the water to break out before we can get at the oil.

I remain

Your Obedt. Sert,
G. POWELL

Barque Australian
April 27, 1837

12. *Stores shipped at Bay of Islands*

LIST OF ADDITIONAL STORES AND PROVISIONS shipped pr. *Currency Lass* for the use of the *Barque Australian* (Whaler).
Capt. Rhodes.

<i>Packages</i>	<i>Contents</i>	<i>Quantities</i> <i>Weight or Gauge</i>
6 Hogsheads	Flour	2632 pounds
9 Butts	Biscuit	5600 pounds
3 half do. 3 pipes	ditto. (Best)	1568 pounds
20 Barrels	Salt Pork	4000 pounds
9 Tierces & 2 Hhds	Salt Beef	4024 pounds
1 Hogshead	Sugar	625 pounds

Stores: Survey of Bread

1 half pipe	ditto	559 ditto.
1 Cask	Vinegar	35 Gallons
2 Hogsheads	Rice	940 pounds
2 Chests	Tea	125 pounds
1 Hogshead	Peas	63 Gallons
1 Keg	Cheese	pounds
1 Case	Pickles & Mustard	
1 Keg	Tobacco	180 pounds
1 Pipe	Brandy	115 Gallons
1 Case Bottled		
Wine	$\frac{1}{2}$ Port. $\frac{1}{2}$ Sherry	3 Dozen
2 Boxes	Cigars 250 ea	500 (in Number)
3 Bags containing		
Blankets		12 large & 12 small
	and Shoes	1 dozen pairs
1 Bundle	Tomahawks	2 Dozen
1 ditto	New Muskets	12 in Number
4 Kegs	Gun Powder	100 pounds
38 Bundles	Shooks or Packs	
36 ditto	Iron Hoops	
21 ditto	Hoop Iron	
2 Casks	Bottled Porter	6 Dozen
1 Case	Pipes	10 Gross

Sydney, New South Wales
28th February, 1837

13. Survey of Bread

KNOW ALL MEN by these presents that WE the under-
 signed having been called upon by Captain Rhodes of the
 Barque *Australian* belonging to the Port of Sydney in New
 South Wales and now laying at anchor in the Bay of Islands
 in New Zealand to proceed on board the said Barque for the

Whaling Journal of W. B. Rhodes

purpose of holding a survey on Fifteen Casks of biscuit bread. WE accordingly went on board this Twenty ninth day of April in the year one thousand eight hundred and thirty seven and examined the different casks, found eleven partially damaged, one entirely damaged and unfit for use, and three in a good and perfect state, but out of the eleven casks of partially damaged biscuit picked out of four of sixty and one of one hundred gallons each, estimating the quantity at about nine hundred weight of mouldy bread entirely unfit for any use. We are therefore of opinion that the damage has occurred in consequence of the casks not being properly coopered at the time the biscuit was put up.

<i>Witness</i>	ANDREW BLISS	Commander of the Barque <i>Folkstone</i> of London
L. W. STUART		
	JOSEPH APSEY	Commander of the Barque <i>Hariot</i> of London
	SAML. STEPHENSON	Resident Bay of Islands

14. *Bay of Islands account for Stores, etc.*

Dr. BARK CAPT. RHODES & OWNERS

Pr. J. R. CLENDON

1837

<i>March 25th.</i>	To Receiving Rent for <i>Australian's</i> Stores P. <i>Currency Lass</i>	5 : 0 : 0
	Boat Hire	1 : 12 : 0
<i>April 12th.</i>	1 Ton 2 cwt Potatoes 60/- 66/-	
	Tinder Box 2/6	3 : 8 : 6
	1½ lb Lamp Cotton 6/6. 2 Padlocks 5/-	
	3 day Boat Hire	1 : 4 : 0
	651 lb Pork 2½d. 6 : 15 : 7 14 lb	
	nails 11/8 3lb do. 4/6	7 : 11 : 9

Stores Account

1.	To Pr. Order to Turner	£4 : 6 : 0	
2.	: Captn. Coffin	3 : 0 : 0	
3.	: : Bliss	1 : 17 : 0	
4.	: Mair's A/c-	16 : 2 : 7	
5.	: on Bread	4 : 3 : 0	
6.	: Blacksmiths A/c-	2 : 1 : 2	
-	: Wright (Water)	12 : 0	
7.	: Doctor Assolam	3 : 0 : 0	
8.	: J. Jones	1 : 7 : 0	
9.	: Seamen's Advance	20 : 7 : 0	
		56 : 15 : 9	
	5 Pr. Cn. on £56.15.9	2 : 16 : 9	
	Brought Forward	79 : 0 : 3	
	<i>Cr/By</i> Rice &c. Sold <i>Caroline</i>	4 : 13 : 6	
	13 cwt Iron Hoop	8 : 9 : 0	
	Bills on Messrs Cooper & Holt	33 : 11 : 6	
	at 30 days	32 : 6 : 3	
	Do. 30 days	32 : 6 : 3	
		£79 : 0 : 3	

James R. Clendon

15. Discharge of Seamen

THIS IS TO CERTIFY that we the undersigned have been duly discharged from the Barque *Australian* at our free will and pleasure and do hereby agree to forfeit any claim or claims whatever that might have arisen from our Lay had we continued in the above vessel. Witness our hands this 13th Day of April at the Bay of Islands 1837.

CHARLES ROBBIN

JOHN A. WEBB [Welsh]

16. Maori Seamen's Articles

May 10th, 1837 BAY OF ISLANDS.

WE the undersigned engage to serve as ordinary seamen on the 170th Lay on Board the *Australian* and to conform in every respect with the ships articles

his
EPIO X
mark

his
ETOU X
mark

Witness: A. J. ROSS
HENRY DAY

Sperm Oil Summary

17. *Sperm Whale Oil Taken by the
'Australian'*

[FROM THE CAPTAIN'S 'ROUGH DAY-BOOK']

*Oct. 27th 1836.*¹ Two school whales, 45½ barrels. Got by Powel and Mossman [October 21].

March 9th 1837. One lone whale, 76 barrels 20 gallons. Seen by Black Bob. Got by Powel [March 5].

March 27th. One whale, 54 barrels 23 gallons. Seen by Mr. Powel or W. Hoare. Got by Walter [March 22].

April 9th. One whale, 91 barrels 8 gallons. Seen by C. Gleason. Got by Powel [April 5].

June 8th 1837. One whale, 70 barrels. Seen by Mr. Powel and caught by W.B.R. [June 4].

June 24th 1837. Three school whales, 64 barrels. First seen by John Evoy or Mr. Powel. Got by W.B.R., Mossman, and Walter [June 20].

July 21st. Two large whales, 106 barrels. Seen by J. Evoy. Got by Powel and Mossman [July 16].

August 11th. One large whale, 63 barrels. Seen by John Terrel. Got by Mossman [August 8].

March 9th 1838. Two whales seen by Robert Roberts. Captn. and Mossman killed them. 86 Barrels [March 4].

March 31st. One whale seen by joiner. Got by the Captain. 64 barrels.

¹The dates given by Rhodes are those on which the oil from each catch was finally stowed away. For convenience the date of the actual catch, as recorded in the journal, is here inserted in square brackets at the end of each entry.

Whaling Journal of W. B. Rhodes

WHALES (SPERM) UP TO APRIL 1ST.

Mr. Powel	4 whales	263 barrels	
Mr. Mossman	5 do	202 do	
W. B. Rhodes	4 do	198 do	
Mr. Walter	2 do	75 do	

718 barrels

[The entries listed above appear at intervals against a continuous and detailed tabulation of 'contents of casks filled'. Unfortunately there is no similarly informative annotation of the right oil part of the table. From the Journal, however, it appears that right whales were taken as follows:

1836: July 14, July 26, August 2, August 12, August 13, August 21, August 25, August 30, September 3.

1837: Nil.

1838: January 21 (two whales).

The whales taken on July 14, 1836, and January 21, 1838 were dead whales apparently lost by other whalers.]

18. *Receipt for Whalebone*

A Received from W. B. Rhodes—One hundred
 W R and fifteen bales of Whale Bone marked as per
 115 Bundles Margin on board the Brig *Hind* Capt. Wyatt
 which I engage to deliver to Messrs Cooper
 Holt & Roberts at Sydney they paying freight at the rate of
 Three pounds per ton Weight about Ton $2\frac{1}{4}$.

Cloudy Bay Sept. 23rd. 1836.

Weight unknown to.

R. WYATT

Oil and Bone Account

19. *Account of Whale Oil and Bone*

[FROM THE CAPTAIN'S 'ROUGH DAY-BOOK']

Sept. 1836. 370 Barrels Right Whale Oil pro-
cured which is equal to—

42 Tons Imperial at 13 £ per ton	546	0	0
Also 2½ Tons Whale Bone @ £50 Barrels G.	112	10	0

Up to March 9th 1837 — 121 28—

Sperm Oil procured but say—

15 Tons Old Measure @ £30.6.8	455	0	0
18 Tons up to 9th April 1837	546	0	0

SINCE LEAVING THE BAY

38 Tons up to 11th Aug. @ £30.6.8	1152	13	0
-----------------------------------	------	----	---

6½ Tons Black Oil @ £13 p. Ton	84	10	0
Whale Bone @ 50 £	84	10	0

18¾ Tons up to April 1st @ £30.6.8	568	15	0
------------------------------------	-----	----	---

£3419 18 0

[It should be noted that the captain's figures are incorrectly added. At another place in the 'Rough Day-Book' appears the following pencilled summary.]

To 45 Tons B. Oil Imp @ 10 £	450	0	0
2¼ Tons Bone @ £100	212	0	0
89¾ Tons or 718 barrels Sperm @ £50 per Ton O.M.	4487	10	0

£5149 10 0

Whaling Journal of W. B. Rhodes

[In the list of 'contents of casks filled', the final total of sperm oil is 22,626 gallons, this being also stated as 718 barrels. Right oil is shown as 13,671 gallons and as equalling 434 barrels or 45 tons imperial. From these figures and from the accounts set out above it is apparent that although Rhodes follows the standard procedure of calculating in half-hogshead barrels of $31\frac{1}{2}$ gallons, and of eight barrels to the ton (or tun) old measure for sperm oil, he converts to imperial tons for right oil. The day-to-day list shows also that the casks actually used on the ship varied considerably in size, their contents ranging from as low as 18 gallons up to actual tuns holding 252 gallons.]

20. Trade with the Natives

[The following extracts from the 'Rough Day-Book' indicate the terms upon which Rhodes traded with the natives for provisions, etc.]

September 25, 1836. *Cloudy Bay.*

1 Keg of powder, 20 flints, 6 fish hooks, for 60 baskets potatoes.

November 22, 1836. *Eua (Tonga).*

3 lbs. beads (12/-), $1\frac{1}{2}$ lb. tobacco (6/9), 6 doz. pipes (3/-), total £1.1.9, for a quantity of fruit, coconuts, etc.

December 4, 1834. *Pylstart (Ata).*

1 old saucepan, 2 lb. powder, 1 doz. kerchiefs (8/-), 3 shirts (10/-), $1\frac{1}{2}$ lb. beads, 2 doz. pipes (7/-), total £1.5s., for 40 baskets potatoes and 17 pumpkins.

January 15, 1837. *Three Kings.*

Exchanged 1 red shirt (4/-), 1 doz. pipes and $\frac{1}{2}$ lb. tobacco (5/6), total 9/6, for seven baskets potatoes.

April 25, 1837. *Bay of Islands.*

2 lbs. tobacco (9/-), 4 canisters powder (8/-), pipes (3/-), total £1, for 2 pigs, vegetables, etc.

1 Musket to Pomare for securing the anchor.

Trade with the Natives

October 19, 1837. *Vavao*.

10 yards muslin (10/-), 10 trading knives (5/-), looking glasses (3/-), 2 kegs powder (50 lbs. @ 1/5, £3 10s.), 6 muskets at £1 6s. (£7 16s.), 16 boat axes at 2/10 (£2 5 4), 5 large American axes at 3/- (15/-), total £15.5.2, for refreshments, wood and water.

February 23, 1838. *East Cape*.

One tomahawk (2/-), three blankets @ 9/6 (£1.8.6), 2 kegs 50 lb. powder £3.10s.), 10 canisters powder @ 2/- (£1), 6 boat axes @ 2/10 (17/-), 4 lbs tobacco @ 2/6 (10/-), 8 doz. pipes (4/-), total £7.12.4, for refreshments.

21. The crew of the 'Australian' 1836-1838

[Compiled from Slop Account and Captain's 'Rough Day-Book']

Name	Position	Lay	Months of Service	Amount Represented by Lay	Balance due after Deductions		
SIGNED ON AT SYDNEY				£	s. d.	£	s. d.
¹ G. Powell	Chief Mate	28th	24	122 2 0	77 12 0		
¹ Adam Mossman	Second Mate	48th	24	71 4 0	43 17 0		
² Adam Scott	Third Mate	75th	3	8 15 7	4 11 ⁸		
¹ Wm. Walter	Fourth Mate	80th	24	37 15 0	25 2 0		
¹ Wm. Read	Cooper	55th	24	62 0 0	39 2 0		
¹ George Johnson	Carpenter	65th	24	52 10 0	34 2 4		
¹ Robt. Marris	Cooper's Mate	100th	24	34 3 0	20 16 6		
¹ J. Myres	Carpenter's Mate	120th	24	28 8 0	18 5 6		
¹ George Coglean	Steward	110th	24	31 0 0	18 7 0		
¹ Wm. Hoare	Ord. Seaman	300th	24	11 0 0	6 1 5		
¹ Joseph Johnson	Able Seaman	120th	24	28 8 0	15 1 6		
² Ed. Drew	Boatsteerer	100th	3	6 11 8	1 7 8		
² Wm. Shearer	Boatsteerer	100th	3	6 11 8	1 1 8		
² John Richards	Boatsteerer	100th	3	6 11 8	7 10		
² Hugh Stirling	Boatsteerer	100th	3	6 11 8	6 4		
² Walter Gough	Ord. Seaman	180th	3	3 12 7	11 11		
² Harry Burns	Ord. Seaman	180th	3	3 12 7	5 5		
² John Clements	Able Seaman	120th	3	5 9 9	1 3		
² John Blunt	Ord. Seaman	150th	3	4 7 9	15 3		
² Nath. Dance	Able Seaman	120th	3	5 9 9	10 3		
² Henry Harford	Able Seaman	120th	3	5 9 9	1 7 9		
² George Stigant	Able Seaman	120th	3	5 9 9	10 3		
² Robt. Neile	Able Seaman	120th	3	5 9 9	6 3		
² Wm. Baldock	Ord. Seaman	170th	3	3 17 5	1 1 7		
² James Lawdon	Ord. Seaman	180th	3	3 12 7	9 5		
² Thos. Riches	Able Seaman	120th	3	5 9 9	8 9		
² George Catton	Ord. Seaman	200th	3	3 5 10	16 8		
³ John Tap	Ord. Seaman and Boat builder	140th	6	5 17 10	3 10		
⁴ James Dickson	Able Seaman	120th	11	13 7 0	7 13 6		
SHIPPED AT PORT COOPER							
¹ Wm. Hitchings	Boatsteerer (Later 3rd Mate)	100th 75th	21	30 0 0	11 10 0		
SHIPPED AT CLOUDY BAY (Sept. 1836).							
⁴ Wm. Lamb	Boatsteerer	100th	7	10 0 0	4 16 6		
⁵ Charles Gleason	Boatsteerer	100th	7	10 0 0	5 18 6		
⁵ Bob Otaheite	Boatsteerer	100th	7	10 0 0	5 11 6		
¹ John Morris	Able Seaman	120th	20	26 6 6	16 15 0		

Crew of the 'Australian'

Name	Position	Lay	Months of Service	Amounts Represented by Lay	Balance due after Deductions
				£ s. d.	£ s. d.
⁵ Wm. Adamson	Able Seaman	120th	7	8 6 9	2 14 9
⁵ Wm. Slater	Able Seaman	120th	7	8 6 9	5 10 3
⁵ Hugh deGrath	Seaman	140th	7	7 3 0	3 18 0
⁵ J. A. Webb	Ord. Seaman	160th	7	6 5 0	3 4 6
⁵ Charles Robbins	Ord. Seaman	160th	7	6 5 0	2 18 0
¹ Jackey (Maori)		170th	20	49 10 0	24 0 8
¹ Tommy (Maori)		170th	20		
⁵ Jemmy (Maori)		170th	7		
¹ A'wackey (Maori)		170th	20		
SHIPPED AT SUNDAY ISLAND (Dec. 1836).					
¹ Hugh Anderson	Able Seaman	120th	18	22 0 0	15 1 6
¹ John Evoy	Able Seaman	120th	18	22 0 0	13 3 0
SHIPPED AT BAY OF ISLANDS (May 1837).					
⁷ R. J. Evans	Boatsteerer	100th	11	18 1 2	4 17 2
⁶ Adam Marston	Able Seaman	120th	6		
¹ Walter Cowan	Boatsteerer	100th	13	18 0 0	5 17 11
¹ James Brown	Able Seaman	120th	13	15 0 0	6 12 4
¹ John William (Maori)	Ord. Seaman	160th	13		
	(Boatsteerer 11 Sept. 1837)	100th			
¹ Jacky Witi (Maori)	Ord. Seaman	170th	13	10 10 0	5 13 11
¹ Epio (Maori)	Ord. Seaman	170th	13	10 10 0	6 8 2
¹ Etou (Maori)	Ord. Seaman	170th	13	10 10 0	5 19 4
SHIPPED AT VAVAO (Nov. 1837)					
¹ Robt. Roberts	Cook and Seaman	110th	7	5 18 0	5 2 0
¹ James Clements	Able Seaman	120th	7	5 18 0	4 9 6
EXCHANGED AT SEA PER BOMBAY (4 April 1838).					
¹ Wm. Essex	Boatsteerer	100th	2		
NO DATA					
Joseph Boyle	Apprentice				

¹ Members of crew on return to Sydney

² Discharged at Port Cooper

³ Discharged sick. Sent to Bay of Islands by *Tamar*.

⁴ Discharged sick at Bay of Islands.

⁵ Deserted at Bay of Islands.

⁶ Deserted at Vavao.

⁷ Transferred to *Bombay*.

⁸ Amounts printed in *italic* represent a debit still owing. Men who deserted or were sent ashore after mutiny forfeited their lay.

Whaling Journal of W. B. Rhodes

22. Ships mentioned in the Journal

<i>Date</i>	<i>Name of Ship</i>	<i>Port or Country of origin</i>	<i>Captain's Name</i>	<i>Place of Encounter</i>
1836				
July 15	Six vessels unnamed ¹	—	—	Port Cooper
Aug. 7	<i>Harriet</i>	[Sydney]	Howe	Port Cooper
Aug. 26	<i>Friendship</i>	[United States]	[West]	Pegasus Bay
Aug. 26	<i>Nile</i>	[United States]	[Collins]	Pegasus Bay
Sept. 5	<i>Sisters</i>	—	[Sparling]	Pegasus Bay
	[<i>Elizabeth</i>]	—	Fowler	Port Cooper
Sept. 24	<i>Hind</i>	[Sydney]	—	Cloudy Bay
	<i>Lynx</i>	[Sydney]	—	Cloudy Bay
Oct. 6	<i>Tuscaloosa</i>	United States	[Hussey]	E. of Cook Strait
Oct. 10	<i>Tamar</i>	—	Clapham	N. of Kermadecs
Nov. 17	<i>Envoy</i>	United States	—	N. of Kermadecs
Dec. 17	<i>Cheviot</i>	England	[Bateman]	Kermadecs
1837				
Jan. 17	<i>Pusey Hall</i> ²	London	—	Near N. Cape N.Z.
Jan. 18	<i>Roslyn Castle</i>	—	Richards	Off Three Kings
Mar. 7	<i>Harriet</i>	Sydney	—	Lord Howe Is.
Mar. 27	<i>Pantheon</i>	—	Pell	Off Bay of Islands
April 11	<i>George Clinton</i>	—	—	Off Bay of Islands
April 12	<i>Achilles</i>	London	—	Off Bay of Islands
July 24	<i>Tigris</i>	Sydney	Terry	W. of New Caledonia
July 30	<i>Scamander</i>	—	—	W. of New Caledonia
July 30	<i>Mic-Mac</i>	[Sydney]	[Bruce]	W. of New Caledonia
Aug. 3	<i>Jane</i>	—	Barber	W. of New Caledonia
Oct. 5	<i>Elizabeth</i>	London	Currie	Near Niue Is.
Oct. 19	<i>Independence</i>	United States	—	Vavao
Oct. 21	<i>Ann</i>	London	Ball	Vavao
Nov. 13	<i>Columbus</i> ³	United States	[Ellis]	—
Nov. 23	<i>Diana</i> ⁴	—	Harvey	—
Nov. 27	<i>Nantucket</i>	Nantucket	—	N.E. of Kermadecs

List of Ships

Date	Name of Ship	Port or Country of Origin	Captain's Name	Place of Encounter
Dec. 23	<i>Rambler</i>	Nantucket	—	S.E. of Kermadecs
Dec. 27	<i>Parker</i>	United States	Austin	N.E. of E. Cape N.Z.
Dec. 28	<i>Hope</i>	London	—	N.E. of E. Cape N.Z.
1838				
Jan. 13	<i>Corinthian</i>	Bristol	—	Near Chatham Is.
Jan. 23	<i>Gange</i>	Havre	Grandsaigne	Near Banks Peninsula
Jan. 24	<i>Oriental</i>	Havre	—	Near Banks Peninsula
Feb. 3	<i>Warren</i>	Warren (U.S.)	[Lewis]	Near Banks Peninsula
Feb. 10	<i>Mountano</i> ⁵	United States	[Sayer]	Off Banks Peninsula
Feb. 19	<i>Trent</i>	Bay of Islands	—	Near Hawke's Bay
Apr. 4	<i>Bombay</i> ⁶	London	—	—

¹The whaling vessels in Port Cooper between July and September 1836, although not named by Rhodes, are known to have included the following: *Bee*, of Sydney (Hempleman), *Nile*, of U.S.A. (West), *Friendship*, of U.S.A. (Collins), *Harriet*, of Sydney (Howe), *Elizabeth*, (Fowler), *Sisters*, (Sparling) and *Caroline*, (Cherry).

²Sydney *Herald* gives this name as *Puzey Hall*.

³Spoken by the *Ann*.

⁴Spoken by the *Nantucket*.

⁵Possibly *Montana*. McNab (*Old Whaling Days*) gives the name as both *Montano* and *Montana*.

⁶Mentioned in ship's accounts only.

Index

- ACCOUNTS, Slop, see SLOP ACCOUNTS**
 Accounts, Stores, 106
Achilles, 48
 Adamson, William, 51, 115
 Agreement with owners, 87
 Akaroa, xxii, xxxiii
Alexander, xx
 Anderson, Hugh, 35, 115
Ann, 67, 70, 71, 74
 Apsey, Capt. Joseph, 106
 Araroa, Te, xxx
 Aspinall and Brown, 2
 Assolam, Dr., 107
 Ata island, see *P'Astart's Isle*
 Austin, Capt., 73
Australian, xi, xiii, xiv, xv, xxiii, xxv-
 xxxii, 1-3
 A'wackey, 115
 Awaiti, Te, xxi, xxii
- BALDOCK, Wm.**, 114
 Ball, Capt., 67, 70, 71, 74
 Ball's Pyramid, 41
 Bank of N.Z., xxxiv
 Banks Peninsula, xi; xiv, xvi, xviii, xxii,
 xxx, xxxiii, xxxiv, 6, 11, 78
 Barber, Capt., 61
 Bay of Islands, xii, xx, xxii, xxiii, xxiv,
 xxviii, xxxii, 41, 42, 48, 49-51, 80,
 100, 112
 Bay of Plenty, xxii
Bee (Captain Hempelman), xxvi
 Blackfish, 4, 17, 33, 37, 42, 44, 46, 47, 64,
 65, 71, 74, 75, 79
 Black whales, see *Whales, right*
 Bliss, Capt. Andrew, 106, 107
 Blunt, John, 114
 Bob Oteheite (Black Bob), 109, 114
Bombay, 115
 Boyle, Joseph, 115
 Bread, Survey of, 105
 Brin (Brind), Capt., 32
 Brind's Rock, 37, 73
Britannia, xix
 Brown, James, 151
 Bundaberg, xxix
 Bunn, G., xxii
 Burns, Harry, 114
- CAMP COVE**, 4
 Cape Bren, 46, 52
 Cape Brett, 48
 Cape East Island, 80
 Cape Palliser, 79
 Cape Turnagain, 79
Caroline, 107, 117 n
 Cattlen (Catlin), Capt., xv
 Catton, George, 114
 Chapman, —, 2
 Chatham Islands, xii, xxx, 3, 100
Cheviot, 34
City of Edinburgh, 49 n
 Clapham, Capt. G., 25, 27, 30, 31, 33, 51,
 52, 103
 Clements, James, 115
 Clements, John, 114
 Clendon, Capt. J. R., xxviii, 48, 49, 50,
 51, 100, 101, 102, 106
 Cloudy Bay (N.Z.), xvi, xviii, xxii,
 xxvii, xxxii, xxxiv, 3, 6, 17, 91;
 100, 112
 Coffin, Capt., 107
 Coglen, George, 114
 Collins, Capt., 16
Colombus, 70
 Cook Strait, 4, 5, 6
 Cooper and Holt, 99, 101
 Cooper and Levy, xiv, xv
 Cooper, Daniel, xiv, xv, xxxiii
 Cooper, Holt and Roberts, xiii, xv,
 xxviii, xxxiii, 87, 91, 110
 Cooper, Port, xiv, xxii, xxvi, xxxii, 3, 6,
 7, 11, 17, 91, 100
Corinthian, 75
Cornwall, xx
 Cowan, Walter, 115
 Crew of *Australian*, xxvi, xxviii, xxxi,
 xxxii, 5, 6, 7, 9-10, 15-16, 18, 82, 114
Currency Lass, 49 n; 100, 101, 106
 Currie, Capt., 65
 Curtis Islands, see *Kermadecs*
- DANCE, Nath.**, 114
 Day, Henry, 108
 Deal, —, 51
 Derwent, river, xxi
Diana, 70

Whaling Journal of W. B. Rhodes

- Dickson, James, 48, 51, 114
Double Island Point, 62
Doubtless Bay, xix
Drew, E., 114
Duke of Bedford, xii
Dusky Sound, xix
- EAST Cape (N.Z.), xii, xxx, 19, 20, 21, 82, 113
East India Company, xviii, xix, xix n
Ebden, C., xii
Egmont, Mount, 4, 5
Eleanor, xxxiii
Elizabeth (of London), 65
Elizabeth (of Sydney), 16 n
Envoy, 26
Eoaa, see 'Eua
Eooa, see 'Eua
Eova, see 'Eua
Epio, 108, 115
Epworth, xii
Essex, Wm., 115
Etou, 108, 115
'Eua (Tonga), xxvii, xxxvii, 19, 25, 27, 29, 30, 31, 69, 70, 112
Evans, R. J., 115
Evoy, John, 35, 109, 115
- Fanny*, xx
Fin-back whales, 19, 20, 21, 25, 40, 47, 53, 54, 55, 56, 57, 58, 60, 61, 62, 63, 64, 78, 82
Fowler, Capt., 16
French, Mrs Ann, xxxvii
French Rock, 37
Friendly Islands, see *Tonga islands*
Friendship, 14
- Gange*, 77
General Boyd, xx n
George Clinton, 48
George Tubou I, King of Tonga (see under *Tubou I*)
Gleason, C., 109, 114
Gough, Walter, 114
Gourmand, Capt., xv
Grandsaigne, Capt., 77
de Grath, Hugh, 115
Green Island, see *Macauley Island*
Greenwich, xx
Green, William, xxxiii
Grono, John, xiv, xv
Guard, John, xxii
- HA'APAI, xxix
Harford, Henry, 114
Harriet, xii, 1, 10, 43, 44
Hawkes Bay, xxxiv, 80
Hawkesbury river, xiv
Heaton, William, xiii
Hempelman, Capt. G., xxvi n
Hind, 17, 110
Hitchings, William, 58, 114
Hoare, W., 109, 114
Hobart, xxiii, xxv
Hobson, W., Governor of N.Z., xxxiv
Holt, James, xiii, 87
Hope, 73
House of Representatives (N.Z.), xxxiv
Howe, Capt., 10
Hump-back whales, 40, 57, 63, 64
Hunters Island, 63
Hutchinson, William, xv
- Independence*, 66
Indian Head, 62
Influenza, 82
Instruction to Captain, 91, 99
Insurance, 92, 100
- JACKBY, 115
Jane, 61
Jemmy, 115
Johnson, Joseph, 5
Johnson, George, 114
Johnson, Joseph, 114
- KA-KI-KI-KA, xxx, 80
Kapiti Island, xxxiii
Kermadec Islands, xi, xii, xxvii, xxx, xxxii, 21, 22, 34, 36, 37, 52, 83
Killer whale (grampus), 38, 39, 65, 82
King, P. G., Governor of N.S.W., xx
King, Sarah, xxxv
Kororadica (Kororarika), 49, 50
- LAMB, William, 48, 51, 114
Land Claims Commissioners, xxxiv
Lang, J. D., xxiii
Lawdon, James, 114
Lay (proportion of catch), xxvi, xxxi, 87, 108
Leathart, F., xxxiii
Legislative Council (N.Z.), xxxv
Levy, Port, xiv, xxvi, 7, 11
Lord Howe Island, xii, 41, 42
Lynx, 17
Lyttelton harbour, see *Cooper, Port*

Index

- MACAULEY** Island, 36, 37, 52, 53
 Macauley's Rocks, 36, 37, 53
 Macarthur, John, xii
 McNab, Dr Robert, xxxvii
 Maoris, xxx, xxxii, xxxiii, xxxiv, 17, 18,
 28, 41, 49, 51, 80-81, 108, 112, 115
Margaret, xiv
 Marris, Robt., 114
 Marston, Adam, 115
 Matthews Island, 63
 Mayers, —, 48
Mic-Mac, 60
 Missionaries, 49, 66
Montreal, 102
 Moorhouse, Edward, xxxv
 Moorhouse, William Sefton, xxxv
 Morris, John, 114
 Mossman, A., 109, 110, 114
 Mossman, T., xxii
Mountano, 79
 Myers (or Myres), J., 6, 114
- Nantucket*, 70
 Narrabeen Creek, 2
 Natives, trade with, 112
 Neile, Robt., 114
 New Caledonia, xii, xxiv, xxix, 57, 62
 New Holland, 42, 53, 62, 79
 New Zealand, xiii-xxxiv, 2, 3, 4-18, 40-
 41, 46-52, 78, 79, 80-82
 New Zealanders (see *Maoris*)
 N.Z. Insurance Company, xxxiv
 N.Z. Shipping Company, xxxiv
 Nickolson's Reef, 64
Nile, 14, 16 *n*
 Niue Island, 65
 North Cape (N.Z.), 40, 45, 46
- OIL**, black or right, xxxi, 111
 Oil, sperm, xxxi, 111
Old Whaling Days, xxxvii
 Onio island, 28
Oriental, 77, 78
 Otago, xvi, xxii, 3, 91, 100
 Otago Peninsula, xvi
- PALLISER**, Cape, 79
Pantheon, 46, 74
 Parker, 73
 P'Astart's Isle (Pylstart or Ata), xxvii, 31,
 32, 112
 Pell, Capt., 46, 74
 Peraki, xxii
- Peru whaling grounds, xviii, xix
 Philip, A., Governor of N.S.W., xviii
 Pinchgut island, 2
 Point Piper, 3
 Point Pockock, 48
 Pomare, xi, xxviii, 49, 112
 Port Cooper, see *Cooper, Port*
 Port Refuge, 69
 Powell, G., xxvi, 10, 103, 104, 109, 110,
 114
 Preservation Inlet, xxii
 Provisions, 92, 98, 104, 112
 Puna, Te, see *Te Puna*
Pusey Hall, 40
 Pylstart island, see *P'Astart's Isle*
- QUEEN** Charlotte Sound, 6, 17
- RALPH** Bay, xxi
Rambler, 73
 Rangihaeata, Te, xxxiii
 Rauparaha, Te, xxxiii
 Read or (Reid), James, xxvii, xxx, 34, 35,
 72
 Read, William, 114
 Red House Bay, xxxiii
 Refuge, Port, 69
 Rhodes, George, xxxiv
 Rhodes, Robert, xiii, xxxiv
 Rhodes, Robert (master of *Alexander*), xx
 Rhodes, Sarah (*née* King), xxxv
 Rhodes, Sarah Anne (*née* Moorhouse),
 xxxv
 Rhodes, William, xii
 Rhodes, William Barnard, xi-xv, xxv-
 xxxv
 Rhodes-Moorhouse, Mary Ann (*née*
 Rhodes), xxxv
 Rhodes-Moorhouse, William Barnard
 Rhodes, v.c., xxxv
 Rhodes-Moorhouse, William Henry,
 xxxv
 Richards, Capt., 41
 Richards, John, 5, 114
 Riches, Thos., 114
 Right whales, xv, xvi, xxii, xxv, xxx, 3,
 20, 21, 74, 75, 76, 77, 78, 87, 91
 Riley, William, xii
 Robbins (or Robbin), Charles, 108, 115
 Roberts, Joseph, 91
 Roberts, Richard, xiii, 3, 87
 Roberts, Robert, 109, 115

Whaling Journal of W. B. Rhodes

- Roslin Castle (*Roslyn Castle*), 41
Ross, A. J., 108
- Samdaney*, xii
Sandy Cape (Australia), xxix, 62
Savage Island, see *Niue Island*
Scamander, 60
School whales, 109
Scott, Adam, 16, 114
Sealskins, 92
Shearer, Wm., 114
Sheep, xii, xiii, xxxiv, 2
Signals to boats, 97
Sisters, 14
Skeys, Capt., 102
Slater, Wm., 115
Slop accounts, 89, 90, 95
Smith, A. B., and Co., 2
Smith, Richard, 30
Solo Isle, see *Ata*
Sperm whales, xvi, xxii, xxv, xxx, 3, 22, 24, 26, 38, 55, 56, 57, 64, 74, 75, 78, 83, 91
Stephenson, S., 106
Stevens Island, 6
Stigant, George, 114
Stirling, Hugh, 114
Stirling, William, 5
Stuart, L. W., 106
Sunday (or Raoul) island, xxvii, xxx, xxxii, 24, 34, 71
Swindles (Swindells), Capt., xv
- TABLE Cape, xxxiv, 20
Tamar, 25, 26, 27, 28, 30-33, 103, 115
Tanna, 60
Tap, John, 114
Tasmania, xvi, xxi
Taufa'ahau, see *Tubou I, King of Tonga*
Te Araroa, xxx, 80 *n*
Te Awaiti, xxi, xxii
Te Puna, 50, 51
Te Rangihaeata, xxxiii
Te Rauparaha, xxxiii
Terrel, John, 109
Terry, Capt., 60
Three Kings Island, xii, 40, 41, 112
Tigris, 60
Tipooa, see *Te Puna*
Titore, xi, xxviii
Tonmug, 115
Tonga, xi; xxiii, xxvii, xxix, xxxii, 19 *n*, 27-29, 32-33, 65-68, 112
Tongatabu, xxix, 19 *n*, 32, 67
- Towoza, 29
Trent, 80
Tubou I, King of Tonga, xi; xxix, 66, 67
Tupa, 50
Turnagain, Cape, xxxiv, 79
Turner, —, 107
Tuscalasia (Tuscaloosa), 20
- UNDERWOOD, Captain, xxxiii
Union, xx
Union Marine Assurance Company, 2
- VAVAU, xxix, xxxii, 65, 66-68, 69, 74; 113
Vasque Isle, 46
Venus, xx
- WALPOLE Island, xxix, 57, 63, 64
Walter, William, 57, 109, 110, 114
Warren, 78
Watson's Bay, 3
Webb, [Welsh], John A., 108, 115
Weller, G., and Weller, E., xii, xxii
Wellington, xxxiv
Wellington Provincial Council, xxxv
Wentworth, W. C., xxxiii
Whalebone, 92, 110, 111
Whale species:
black, see *Whales*, right
blackfish, 4, 19, 33, 37, 42, 44, 46, 47, 64, 65, 71, 74, 75, 79
blue, 19 *n*
fin-back, 19, 20, 21, 25, 40, 47, 53, 54, 55, 56, 57, 58, 60, 61, 62, 63, 64, 78, 82
hump-back, 40, 57, 63, 64
killer (grampus), 38, 39, 65, 82
right, xv, xvi, xxii, xxv, xxx, 3, 20, 21, 74, 75, 76, 77, 78, 87, 91, 101, 102, 110
sperm, xvi, xxii, xxv, xxx, 3, 22, 24, 26, 38, 55, 56, 57, 64, 74, 75, 78, 83, 91, 101, 102, 109
- Whaleships:
American, xx, xxi, xxiii, xxiv, xxv, 6, 20, 26, 46, 70, 73, 78, 79
Australian, xxii, xxiii, 25, 60, 61
British, xxiii, 34, 40, 48, 67, 70, 73, 74
French, xxiii, xxv, 77
New South Wales, 25, 60, 61

Index

- Whaleships contd.:
 Tasmanian, xxiii
- Whales taken by *Australian*, 6, 7, 8, 12, 13,
 14, 15, 22, 43, 45, 47, 53, 55, 58, 61,
 76, 83, 109, 111
- Whaling gear, 94
- Whaling industry, xv-xxv
- Whaling, shore stations, xvi, xxi, xxii, 80
- William, John, 115
- Williams, P., xxii
- Wiseman, William, xiv
- Witi, Jacky, 115
- Wright, —, 107
- Wright, Thomas, xxxiii
- Wyatt, R., 110

*The Track of
the AUSTRALIAN barque*

ON A WHALING CRUISE FROM SYDNEY 1836—1838

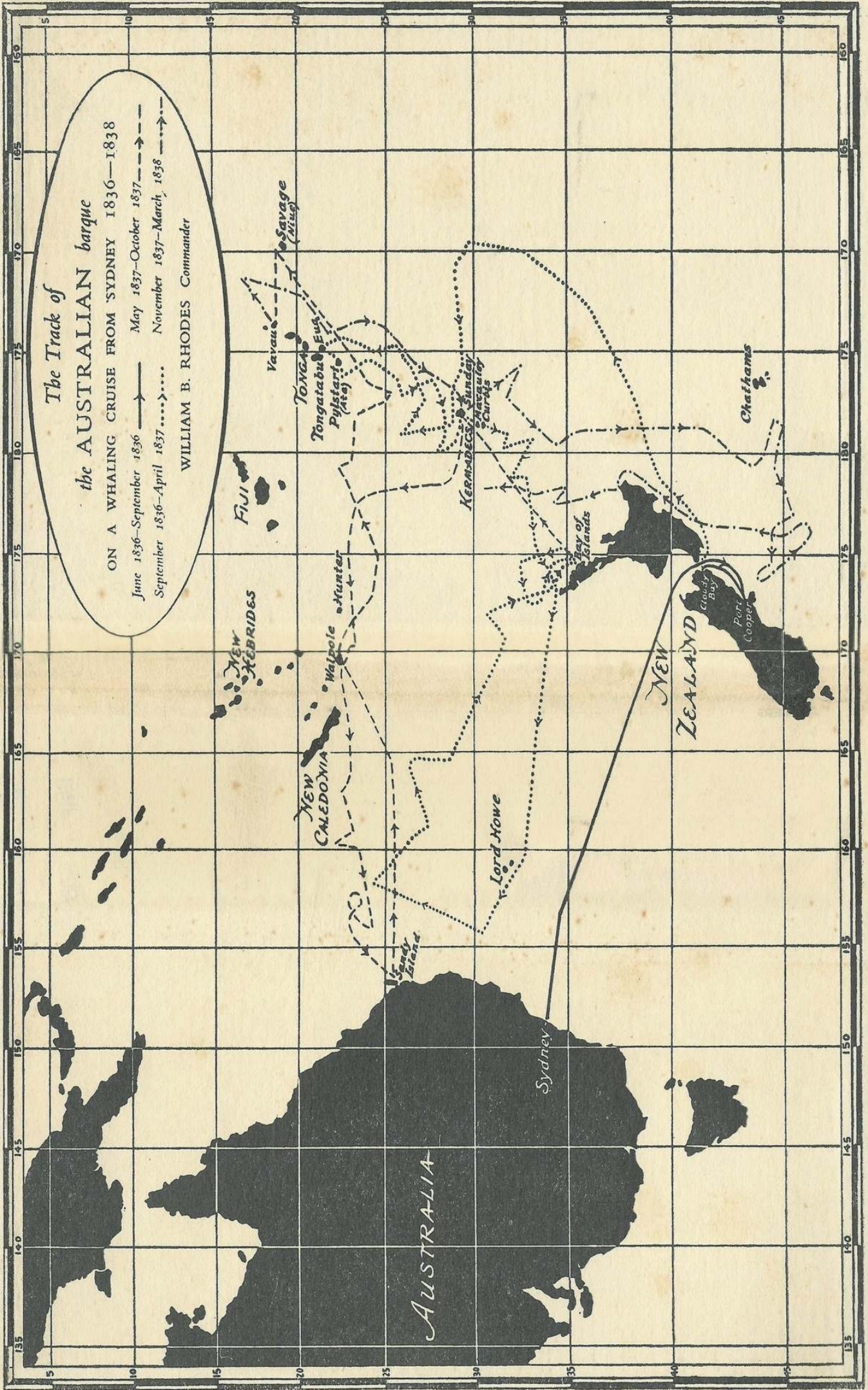
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